The Motorcycle Enthusiast's Weekly Newspaper

VOLUME V NUMBER 26 July 25, 1968

CYCLE NEWS WEST

HEIDELBURG

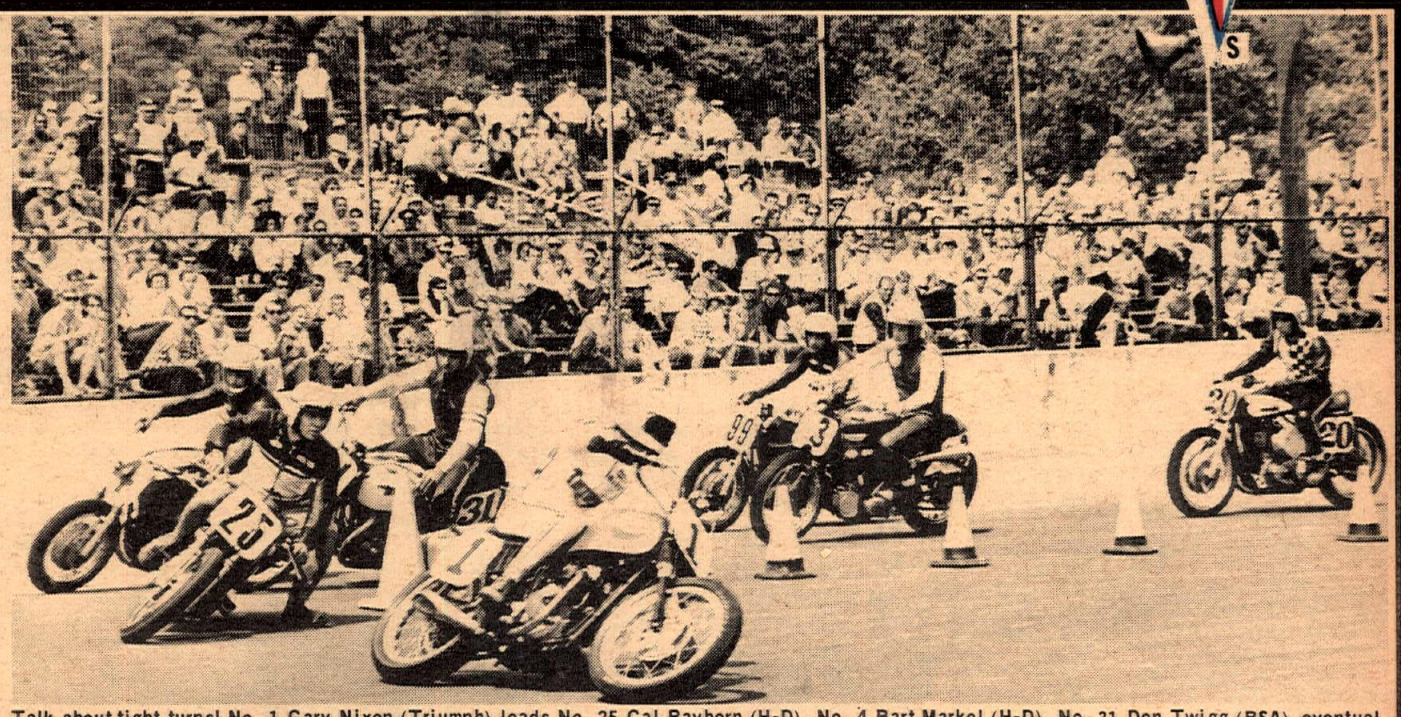
25¢

MINI-ROADRACE NAT'L

Story and Photos by Chuck Clayton

In this age of mini-skirts and mini-bikes, it was probably inevitable that someone would get the bright idea of promoting a miniaturized motorcycle race. Such a race, if successful, would solve the dilemma currently facing AMA racing with the widespread paving of so many good dirt tracks.

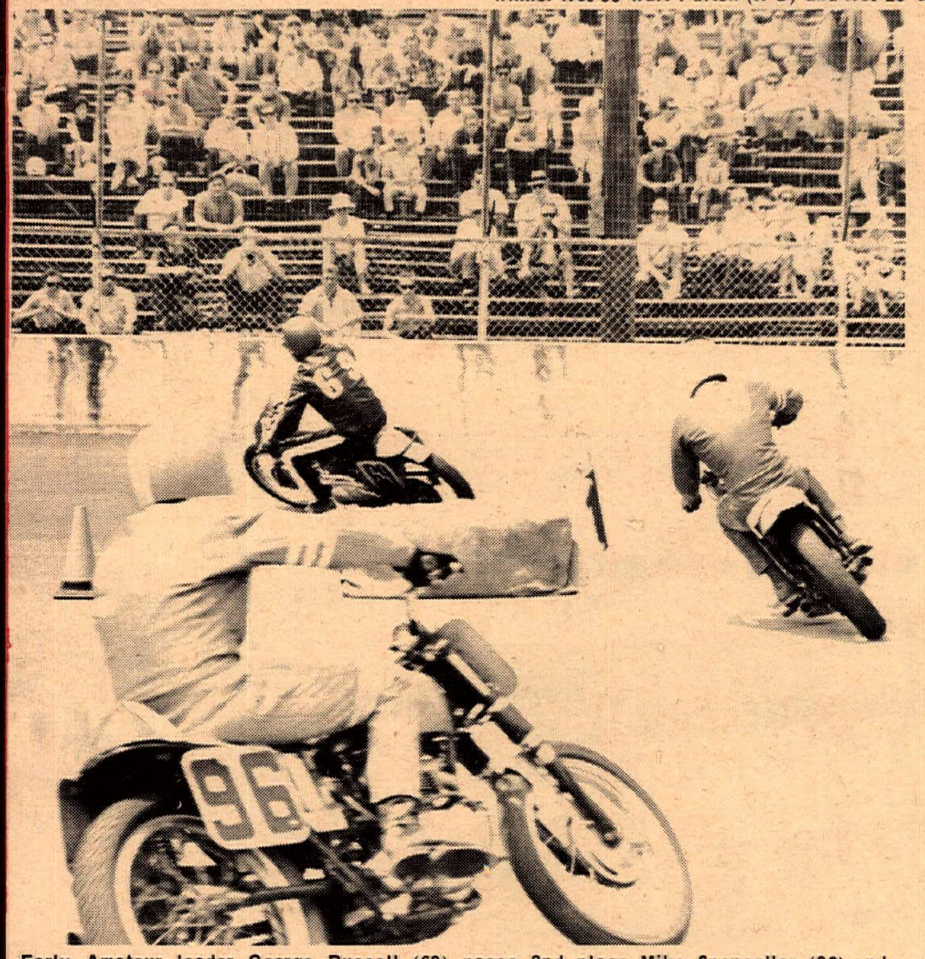
Heidelberg Raceway in Western Pennsylvania, just south of Pittsburgh was once a fine dirt oval. But with the coming of prosperity, it got too expensive to maintain. Asphalt was the answer, and so the paving crews laid tarmac all over the big oval and a smaller oval inside the big one. Fine, except the thunderbikes, with their big spectator appeal, could no longer run on it.



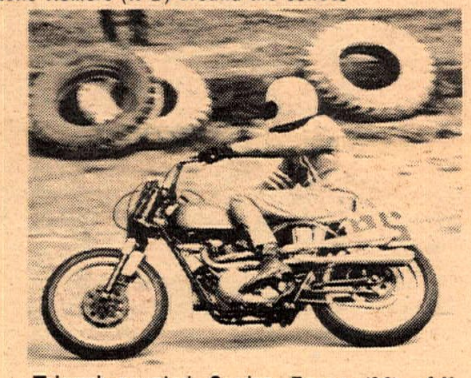
Talk about tight turns! No. 1 Gary Nixon (Triumph) leads No. 25 Cal Rayborn (H-D), No. 4 Bart Markel (H-D), No. 31 Don Twigg (BSA), eventual winner No. 99 Walt Fulton (H-D) and No. 20 Gene Romero (H-D) around the cones.

Then a lightbulb went on over someone's head and they decided to try and make a road race out of it. Using most of the big back oval and the back half of the smaller circle, they came up with a 3500 foot, C-shaped course, featuring two buttonhook turns and zero straightaway.

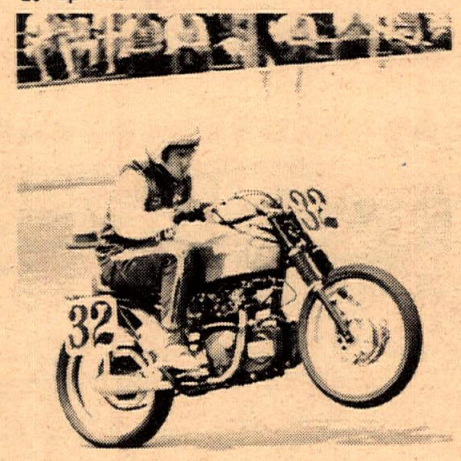
On this daring, novel course the top contenders for the AMA Grand National Championship title met to do battle on June 23 and for a while there, it looked like a Triumph track.



Early Amateur leader George Russell (69) paces 2nd place Mike Sponseller (99) and winner Gordon Razee. The first three all rode Triumphs.



Triumph-mounted Gordon Razee (96) of N. Kingstown, R.I., swept off with Amateur 20-lap win.



Doing a wheelie on his Triumph, (32) Dusty Coppage cranked it on for an 8th place finish in the 30-lap Heidelberg Mini-Natl.

Triumph Track For Amateurs

Mike Sponseller of Phoenix, Maryland and Gordon Razee from Rhode Island, both on Triumph 500's, gave fans a taste of action to come in the Amateur preliminaries when they laid into the tight turns shoulder to shoulder with Sponseller winning one prelim and losing the final to Razee after a tight battle all the way.

Razee, in the green leathers dashed Sponseller's hopes of making up for the heartbreak he suffered at Laconia when his mount quit while leading the Amateur final there. But the red-clad Mike seemed not too disappointed at being beaten by his Triumph teammate. It was a Triumph sweep in the Amateur class with the first four places going to riders of the Baltimore brand.

(Continued on page 8)

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL SCHEDULE

JULY 14–20 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Jack Leigh, c/o Mort Becker, 4118 S.E. Malden St., Portland, Ore. Entries from AMA or District Referee. Entries close June 23.

JULY 20 – 30 LAP TT

NATIONAL CHAMPIONSHIP Mt. St. Helens MC, P.O. Box 51, Castle Rock, Wash. –Entries from AMA or District Referee. Entries close June 29.

JULY 27 – 50 LAP TT

NATIONAL CHAMPIONSHIP J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries close July 6.

JULY 28 – 10 MILE NATIONAL

Championship Dirt Track (1 mile) Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – Santa Rosa Fairgrounds, Santa Rosa, Cal. $6000 purse. – Entries from AMA or District Referee.

AUGUST 4 – PROFESSIONAL

HILLCLIMB NATIONAL CHAMPIONSHIP Muskegon MC, Muskegon, Mich.–Mt. Garfield–Entrants notified by AMA.

AUGUST 4 – 110 MILE NATIONAL

CHAMPIONSHIP ROAD RACE. Floyd Clymer, 222 N. Virgil Ave., Los Angeles, Calif. Indianapolis Raceway Park, Indianapolis, Ind. Entries from AMA or District Referee.

AUGUST 11 – 25 LAP TT

NATIONAL CHAMPIONSHIP Midwest Speedways, 4600 N. 27th, Lincoln, Nebr. –Entries from AMA or District Referee. Entries Close July 21.

AUGUST 25 – 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK (1 mile) Scanlan's Promotions, Inc., 3001 N. 9th St., St. Joseph, Mo. – State Fairgrounds –Entries from AMA or District Referee. Entries Close Aug. 4.

SEPTEMBER 1–14 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – San Jose track –Entries from AMA or District Referee. Entries Close Aug. 11.

SEPTEMBER 8–11 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Robert M. Day, 277 Paul Ave., Salinas, Calif.–California Rodeo grounds–Entries from AMA or District Referee. Entries Close Aug. 18.

SEPT. 15 – 25 MILE NATIONAL

J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Sacramento, Calif.–Entries from AMA or District Referee. Entries Close Aug. 25.

EVERY WEDNESDAY NIGHT

ACA SPORTSMAN SHORT TRACK RACES at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, south on Garfield, west on Southern to track entrance. For info call (714) 528-4290. Any affil. okay.

EVERY THURSDAY NIGHT

ACA SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, south on Garfield, west on Southern to track. For info call (714) 528-4290. Any affil. okay.

EVERY FRIDAY NIGHT

AMA PROFESSIONAL FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Fort Sutter & Sacramento Trackers M.C.'s at Eldorado Raceway, Sacramento, Calif. Take Jackson Rd. or Hwy. 16 to Excelsior Rd., no. 1/2 mile.

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinder's M.C. so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore. No race July 5, 19 & Aug. 30.

CLASS A PROFESSIONAL SHORT TRACK, ACA sanc., Orange Co. Speedway. Santa Ana Fwy., to Laguna Cyn. offramp, make left at first street, Valencia, 2 mi. to track. For info call (714) 528-4290.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc. For info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. For info call Dick McAfee at 877-3395 in Paradise, Calif.

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. & San Fernando Rd., Pacoima, Cal. Practice 7 p.m., races 8 p.m. $2.50 adutsl, $1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.

THURSDAY, JULY 4th

1st ANNUAL FIRECRACKER GRAND PRIX presented by International Moto-Cross, P.O. Box 3571, San Diego, Cal. 92103. Entries $10, post entries no extra charge. Location CHANGED to Saddleback Park, Irvine, Cal. FIM & ACA sanc.

HALF-MILE DIRT TRACK at Calistoga Fairgrounds, Calistoga, Cal. AMA sanc., $900. For info contact Bob Barkhimer Assoc., 14 Camp Evers Lane, Santa Cruz, Cal.

30-MILE PONDEROSA HARE SCRAMBLES by Greyhounds M.C. For further info call (213) 367-2907.

FIRECRACKER FIESTA SCRAMBLES by Jackrabbits M.C. at Perris, Calif. AMA sanc. pt. run. For more info call (213) 923-8898.

2nd ANNUAL "ATHENA NATIONAL" 100cc Flattrack Race at the Athena High School grounds in Athena, Oregon (20 miles north of Pendleton, Oregon). $250 guar. For info or entries contact: Athena Chamber of Commerce, Athena, Ore. 97813. Phone: (503) 566-3462.

5th ANNUAL AFM NAT'L CHAMP. 250-Mile Production Road Race. Vaca Valley Raceway, Vacaville, Cal. For info & entry forms, write AFM, 4810 Daisy, Oakland, Cal. 94619 or call (415) 535-1549, (213) 762-9875, (805) 967-8919 or (714) 442-3338.

FRIDAY, JULY 5th

SPORTSMAN SHORT TRACK by Sprockets M.C. at Bakersfield Speedway, Bakersfield Speedway, Bakersfield, Cal. Night race.

SATURDAY, JULY 6th

NIGHT SCRAMBLES RACES at Madera Fairgrounds, Madera, Cal. Signup closes 7 p.m., race at 7:45. Write Explorer Post 305, 424 S. "A" St., Madera, Cal. for info or call 673-3146 in Madera.

AMA PROFESSIONAL TT RACES at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

PROFESSIONAL AMA THREE STAR NIGHT RACE at Benton Lane Speedway near Junction City, Ore. For info contact Oregon Sportscycle, 1440 So. "A", Sprongfield, Ore.

SAT. & SUN., JULY 6 & 7th

ALL STATE CHAMPIONSHIP SCRAMBLES by the Dirt Diggers M.C. at Hopetown, Cal. Tow money to top out of state riders. Sat. 0-250cc & Powder Puff, 9 a.m. start. Sun. 251-Open & Sidehacks, 10 a.m. start. For details call (213) 964-5076.

11th ANNUAL GREATER N.W. CHAMPIONSHIP RACES, Pop Triber Memorial at Sandpoint, Idaho. Short track Sat. nite 8 p.m., TT Sun. 1 p.m. For info contact Nior M.C., 6310 E. Sprague Ave., Spokane, Wash.

5th ANNUAL BIG BEAR SCENIC TOUR by Toppers M.C. RRC run, call (213) 338-3070 for info.

SUNDAY, JULY 7th

TT SCRAMBLES by Experts M.C. of San Diego at Mesa Speedway. For info contact Earl Roloff at 479-3209 or 239-6119 in San Diego.

EUROPEAN SCRAMBLES by Desert Challengers at Deadman's Point, Calif.

For info write club at Box 741, Apple Valley, Cal. 92307.

5th ANNUAL ACA "SPIRIT OF '76" ROAD RACE, Willow Springs Int'l Raceway, Rosamond, Cal. ACA sanc., for info call (714) 528-4290.

T.T. RACE & WHEELIE CONTEST at Adelanto, Calif. For further info call (213) 927-1977.

ANNUAL BENEFIT SCRAMBLES sponsored by Nevada Trailblazers & Sparks Lions Club at Reno Fairgrounds, Reno, Nev. AMA sanc., signup 9 a.m., race at noon.

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., for more info call (916) 742-7785.

SCRAMBLES by Fames M.C. at Fremont Dragstrip, Fremont, Cal. AMA sanc. For info contact Fames M.C., P.O. Box 4033, Fremont, Cal. 94536.

SPORTSMAN ROAD RACE by Southwest M.C. Racting Assn. at Austin, Texas. For info contact Races, 2507 T.C.U. Ave., San Angelo. Texas 76901. (915) 949-1030.

TUESDAY, JULY 9th

MOTORCYCLE RACERS, INC. GENERAL MEMBERSHIP MEETING at U.A.W. Hall, 5250 W. Imperial Hwy., Los Angeles, Cal., 1-1/2 blks. w. of San Diego Fwy. 8:30 p.m. sharp. IMPORTANT. Jackets are now available.

THURSDAY, JULY 11th

DIST. 37 SPORTS COMMITTEE MEETING, regularly scheduled for July 4, has been rescheduled for July 11 due to holiday for this month only. Usual time and place.

SATURDAY, JULY 13th

AMA NIGHT RACE by Stumpjumpers M.C. at Elsinore, Cal. Dist. 37 pts., 6:30 p.m. start. For info call (714) 525-5234.

FOUR STAR AMA PROFESSIONAL TT at Castle Rock Fairgrounds, Castle Rock, Wash. For more info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal. Night race.

TT SCRAMBLES by Rogue Valley Riders M.C. at Josephine Co. Fairgrounds, Grants Pass, Ore. AMA sanc., for info contact Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. (503) 476-4018.

SUNDAY, JULY 14th

1st ANNUAL DON McALEAR BENEFIT HARE SCRAMBLES presented by the Hilltoppers M.C. Rain or shine (or whatever's fair). AMA sanc., Dist. 37 points. Limed from Lucerne, Calif. Race starts 10 a.m. sharp. LeMans start, separate trail bike course. For further info call (213) 422-7747.

3rd ANNUAL ELSINORE TOUR by Pacific Coasters M.C. For complete info. write to Pacific Coasters M.C., 4502 Gila Ave., San Diego, Calif. 92117.

1st ANNUAL RAIN OR SHINE HARE SCRAMBLES by the Hilltoppers M.C. Dist. 37 AMA pt. event, begins promptly at 10 a.m. Limed from Lucerne, Calif.

INDEPENDENCE SPECIAL

ARE YOU STILL BOTHERING YOUR FRIENDS FOR CYCLE NEWS? NOW IS THE TIME TO STRIKE OUT ON YOUR OWN. GET YOUR OWN COPY AT THE SPECIAL OFFER OF

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ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START

CALENDAR

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77, Brush Prairie, Wash. 98606.

TT SCRAMBLES at Sunny Valley Speedway, 14 mi. no. of Grants Pass, Ore. For info contact Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. (503) 476-4018.

1st ANNUAL SUMMER SCRAMBLES by Dirt Diggers North M.C. Hungry Hollow Racetrack at Lincoln, Cal. Signup & prac. 8-10:30 a.m., race 11 a.m. For info call (916) 988-3524 or (916) 988-4725

TUESDAY, JULY 16th

SHORT TRACK RACE at Santa Rosa Fairgrounds, Santa Rosa, Cal. AMA sanc. $600. For info contact Bob Barkhimer Assoc., 14 Camp Evers Lane, Santa Cruz, Cal.

TUES. JULY 16 to SUN. JULY 21st

ORANGE COUNTY FAIR AND EXPOSITION at Orange Co. Fairgrounds, Cal. Features recreation vehicles, boats and accessories. Cycle News will be there. For entry info contact Robert Cummins at (714) 545-1131.

THURSDAY, JULY 18th

FOUR STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C., south of Portland on SE Lawnfield Road, near Clackamas, Ore. For info contact Sidewinders, Rt. 3, Box 290C, Oregon City, Ore. 97045.

FOUR STAR AMA PROFESSIONAL TT RACE at Graham Speedway, Tacoma, Wash. 30% gross gate. For info write David Welsh, 9106 Portland Ave., Tacoma, Wash. or call (206) LE 7-5793.

FRIDAY, JULY 19th

NOVICE TT at Castle Rock Fairgrounds, Castle Rock, Wash. AMA sanc., for info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

CAUTION ADULTS AT PLAY

SAT. & SUN., JULY 20 & 21st

1st ANNUAL SO. CALIF. M.C. ASSN. CAMP WISHON RUN. Trophies galore, cars welcome. For info call (213) 429-3557 or write 5849 Tanglewood St., Lakewood, Cal. 90713.

1st ANNUAL MYSTERY TOUR by Rebel Rousers M.C. RRC run, call (213) 444-9644 for info.

SUNDAY, JULY 21st

SIX STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C., so. of Portland, on SE Lawnfield Road, near Clackamas, Ore. Annual Pacific Coast Championship. For info contact Sidewinders, Rt. 3, Box 290C, Oregon City, Ore. 97045.

1/4-MILE TT SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal. AMA sanc., for more info call (916) 742-7785.

SATURDAY, JULY 27th

TT SCRAMBLES by Rogue Valley Riders M.C. at Josephine Co. Fairgrounds, Grants Pass, Ore. AMA sanc., for info contact Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. (503) 476-4018.

PROFESSIONAL AMA THREE STAR NIGHT RACE at Benton Lane Speedway near Junction City, Ore. For info contact Oregon Sportscycle, 1440 So. "A", Springfield, Ore.

SUNDAY, JULY 28th

POKER RUN by Road Runners of Santa Cruz, Cal. AMA sanc., starts 1 mi. no. of Watsonville, Cal. Sat. nite dance, etc. Contact Marshall (Woody) Wood, 234 Manfre Rd., Watsonville, ph. (408) 724-1982 for more info.

MOVIELAND MOTOR REVUE sponsored by Hesperians of So. Calif. at Universal Studios, Lankershim Blvd. at the Hollywood Fwy., Universal City, Cal. Open to all show-worthy vehicles in following categories: motorcycles, antiques, classics, sports cars, customs and hot rods. For into contact A World on Wheels, P.O. Box 361, Lynwood, Cal. 90262. (213) 639-5032.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77, Brush Prairie, Wash. 98606.

MOTO-CROSS at Carlsbad, Cal. by Calif. Moto-Cross Club. Mail entry $5.00, post entry $10.00. Mail to P.O. Box 124, Reseda, Cal. 91335. Close July 21. AFM Nat'l. pts.

TT SCRAMBLES at Sunny Valley Speedway, 14 mi. no. of Grants Pass, Ore. For info contact Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. (503) 476-4018.

BENEFIT RUN & 8th ANNUAL M/C BLESSING by Hi-Way Kings M.C. for Rancho San Antonio Boys Town. AMA sanc., starts from Santa Monica H-D, 12418 Santa Monica Blvd., Los Angeles, Cal., 8-9:30 a.m.

FRIDAY, AUGUST 2nd

SPORTSMAN SHORT TRACK by Sprockets M.C. at Bakersfield Speedway, Bakersfield, Cal. Night race.

SATURDAY, AUGUST 3rd

THREE STAR AMA PROFESSIONAL TT at Castle Rock Fairgrounds, Castle Rock, Wash. For more info contact Mt. St. Helens M.C., Box 51, Castle Rock, Wash. 98611.

SUNDAY, AUGUST 4th

1st ANNUAL CHARITY BENEFIT MOTO-CROSS by Sage-Hoppers M.C. at Encinitas, Cal. AMA Nat'l sporting pts. For info call Bob Gooding (714) 753-2907.

1st ANNUAL POKER RUN by Overlanders M.C. RRC run, call (213) 923-4107 for info.

AUGUST 6, 7 & 8th

3rd ANNUAL PIKE PEAK TOUR, for info contact Bill Manning, 630 Cook St., Denver, Colo.

SUNDAY, AUGUST 11th

TT SCRAMBLES at Sunny Valley Speedway, 14 mi. no. of Grants Pass, Ore. For info contact Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. (503) 476-4018.

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77 Brush Prairie, Wash. 98606.

SUNDAY, AUGUST 25th

SPORTSMAN SCRAMBLES by Lucky Spokes M.C., Brush Prairie, Wash. AMA sanc. & pts. For info write club at P.O. Box 77 Brush Prairie, Wash. 98606.

SUNDAY, NOVEMBER 3rd

2nd ANNUAL "MONSTER RUN" by world renowned Kern Co. Trailblazers M.C., somewhere in the scenic wilderness of Kern Co. Details later.

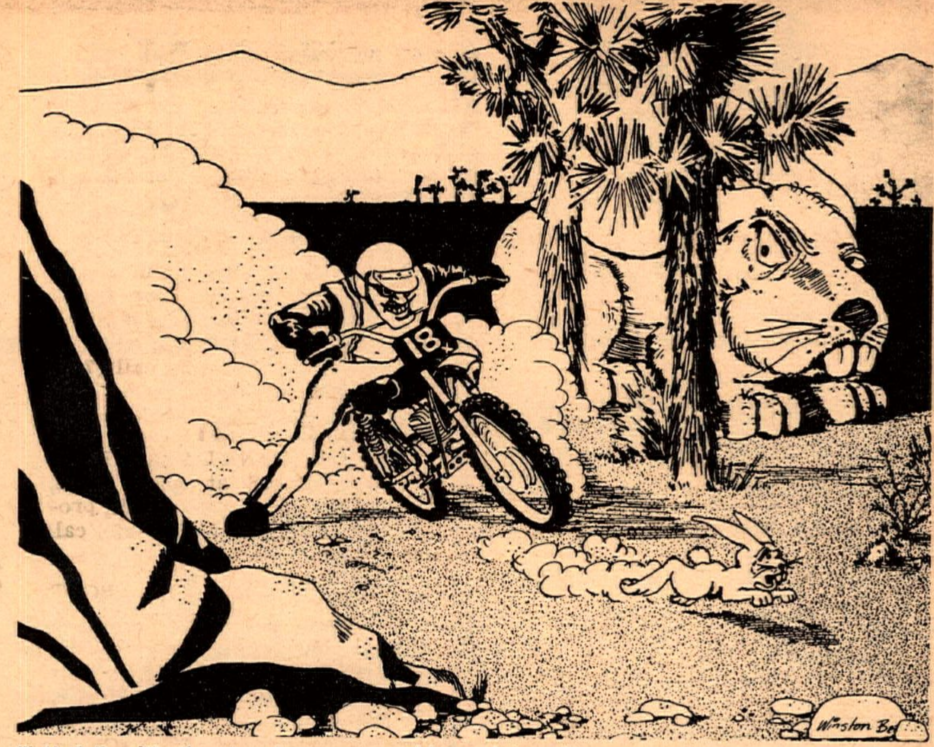
ATTENTION CLUBS AND PROMOTERS

Owing to space requirements, Calendar of Events will list only the following information:
Date of event
Promoter or Club
Sanctioning Body initials
Points status
Phone number or address to contact for more information. Additional information regarding coming events may be found in advertisements or press releases published in the newspaper.
PRESS RELEASES—Professionally produced press releases regarding coming events will receive editorial consideration.

ATTENTION DISTRICT 37 CLUBS

The District 37 Sports Committee meeting regularly scheduled for July 4, has been rescheduled for July 11. Due to the holiday, for this month ONLY. Usual place and time. For further info. call (213) 348-7147.

"FINISH THE FUNNY" CONTEST #10



Well, folks, it's time to put your sense of humor into action once again. Take a good long look of the cartoon above, figure out an appropriately hilarious caption, and send it along with your name and address to Cycle News "Finish The Funny" Contest #10, Box 498, Long Beach, Calif. Winning laff will receive, in addition to the original artwork by Winston Beaumont, a crisp $10.00 bill. Deadline for entries is midnight, July 15, so get in gear!

WOULD YOU BELIEVE?

...That two girls have tried to enter the speed trials at Bonneville sanctioned by the Southern California Timing Association but have been turned down, despite being okayed by the AMA?

* *

...That a regular first-turn fan at the Friday night Ascot Park half-mile races is TV star Jim Arness, Marshall Dillon on "Gunsmoke?" It's probably one of the few places Arness can relax and avoid being mobbed by autograph-seekers since at Ascot the RACERS are the stars.

* *

...That Cycle News now has subscribers in all fifty states and five foreign countries? (Delaware finally came through.)

* *

...That two Cycle News staffers, Ad Manager Tom Culp and Columnist Bill Pettigrew, both became fathers of baby boys named William exactly a week apart? And that Tom's boy arrived a week after Mother's Day while Bill's namesake appeared on the scene a week after Father's Day? That's what we call planned parenthood.

* *

...That we've managed to make two errors in one month on the race results of Class C Amateur #47r, Harry Buchner, for a fantastic all-time Cycle News record??? The latest goof occurred in the San Jose results when Jim Rice was mentioned as having run second in the Amateur Dash. Actually Buchner (BSA) did the deed...and won his heat race as well.

ANTIQUE 1912 HARLEY-DAVIDSON EXHIBITED AT BANK

A 1912 Harley-Davidson motorcycle is currently on display at the Culver City office of Fox Hills Savings, 5347 Sepulveda Boulevard, Culver City. This early model motorcycle is in perfect running condition and was built in 1912 to obtain speeds as high as 35 mph. It is a single-cylinder 30.5 cubic inch engine and is belt driven. The motorcycle contains standard bicycle pedals and drive chain which are used to start the machine. The braking is a standard bicycle type and is activated by reverse pressure on the pedals. This valuable antique is being exhibited through the courtesy of Harley-Davidson of Los Angeles.

AFM PROFESSIONAL
ROAD RACES
Presented by
CARLSBAD RACEWAY
JULY 21
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ALL GRAND PRIX & PRODUCTION CLASSES
Gates Open 7:30 a.m.
First Race 12:00 noon
ADMISSION
Adults $2.50

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VOICES OF THE WEST

LANCER'S LETTER TO AMA

W.T. Berry, Jr., Executive Director
American Motorcycle Association
P.O. Box 231
Worthington, Ohio 43085

SUBJECT: Competition Bulletin #10, May 29, 1968, by Jules Horky, AMA Director of Competition

The Lancer's Motorcycle Club is very much upset about the outlawing of compression releases in Class C Competition races. Our reasons are as follows:

The majority of riders are against this ruling. You state that "there have been a few field installations of...compression releases..." This is not correct. 90% of the 2-stroke riders have been racing with compression releases.

Flywheel brakes and caliper brakes are not in the same category as compression releases. Brakes on racing bikes are dangerous. Calling a compression release a "brake" implies that it is dangerous. BUT, a compression release is not a brake, nor is it dangerous.

Outlawing compression releases is dangerous in short track racing. When coming into a turn, the 4-stroke bikes will slow down rapidly when the throttle is released. The 2-stroke bikes will be unable to slow down, therefore, they will be in danger of either running into the back of someone, or going out of control. The consequences are obvious.

This ruling is discriminatory against 2-stroke machines. It is discriminatory because it increases danger to the 2-stroke rider without any compensatory advantages to him.

A.M.A. policy is not representative. A democratic governing body should not have the power to make laws affecting the well-being of the governed when: a) the consensus of the governed is not considered, and b) there appears to be little recourse by the governed.

With regard to recourse...

We are first writing to you to strongly urge that there be a moritorium on your ruling and that riders continue past practices until October when the Competition Congress meets. Before October, we would like to have an A.M.A. report fully explaining the reasons for this ruling. This report should be made available to all members so that those opposing the ruling can formulate an opinion and contact their representative before the convention.

We would appreciate hearing from you as soon as possible.

DAVID P. WILSON
Lancers Motorcycle Club
Redwood City, Calif.

THREE PROBLEMS

A couple of our members went on a fishing trip (on bikes naturally) up in Sequoia National Park a couple of weeks ago. During their stay they talked to the Ranger there (who is also a bike rider) and he mentioned three specific problems they were having in his area:

(1) People on bikes tearing through campgrounds and disturbing other campers (unintentionally I'm sure).

(2) People on bikes riding on trails other than those posted for bikes (hiking and horseback riding trails).

Last, but most important:

People using plastic containers (the type that bleach comes in) to carry extra gas for their scooters into remote areas, emptying them and then discarding the container with the top screwed on (discarding them is bad enough!). This is like leaving a grenade lying around with the pin pulled out.

At any rate, the fellows said the Ranger wasn't mad, just concerned, and rightfully so.

We all know how hard it was to get bikes into these areas to begin with and it behooves all of us to be extremely careful. No one wants to start a forest fire or irritate people who are relaxing.

Anyway, though it would be worth mentioning to you as you worked hard on this project as did many others and we certainly don't want to see it all down the drain.

In closing, I am happy to report that the guys got their limit in trout, but I can't seem to find out where!

ROD LAWRENCE
Corresponding Secretary
Sunland Shamrock M.C.
Sunland, Calif.

WHERE'D YOU GO, JOE THEROUX?

The Nevada Trailblazers M.C. of Reno, Nevada have a fourth place trophy that we've been tripping ever since our Hare and Hound April 7.

Would the rider who won this trophy please send us your address? Your name is Joe Theroux, you rode a 360cc Greeves, your number is 78, and you live somewhere in Van Nuys ... we think (?). You failed to give us a street address on your entry blank.

We'd appreciate it if Joe, or anyone who knows his address, would please forward it to us.

NEVADA TRAILBLAZERS M.C.
P.O. Box 6075
Reno, Nevada 89503

P.S. Dirt Diggers North M.C., what happened to the Reno to Vegas run? We're still interested.

THE GOOSE IS DYING

The motorcycle racers and the loyal motorcycle fans have made Ascot what it is today. After all these years the riders are finally getting paid good money and they well deserve it.

The only sure winner every Friday night is J.C. Agajanian. He is now killing the goose that laid the golden egg – the loyal race fans. J.C. is not taking it into account that most of the race fans do not live in Gardena. $3.50 for the ticket, 75 cents to park, and gas getting there and back home is over $5.00 every Friday night.

When Ascot first opened I only missed about four races a season. This year I have only been there one time and I don't think I will be going back as long as the price is so high. Many of my friends have stopped going to Ascot. Others are only going once or twice a month.

My first introduction to motorcycle racing was in 1946 at the Santa Monica ballpark. They raced JAPs. Since then I have been to Carrell Speedway, Culver City track, Western Ave. track in Gardena and Ascot.

I was very fortunate to race the first Yamaha motorcycle in the United States at Ascot in 1958. The AFM was racing there then. I have four motorcycles now and after 22 years of riding and being a spectator at motorcycle races, J.C. Agajanian has stopped me as a spectator.

It used to be a family sport but it is getting too expensive to take the family every Friday night anymore.

TONY ALVAREZ
Santa Monica, Calif.

("Unfortunately, the riders are also feeling the brunt of dropping Ascot attendance. As of this coming Friday night, the purse is being lowered from $2100 to $1800 per week.")

POET'S CORNER

ODE OF A PARENT

By B. Redmayne

Your boy began to race the sand,
When he was young and still in hand,
This pleased you much and made you proud,
You never thought it would raise a cloud.

He did quite well his first year out,
And then the youngest began to pout,
The day would come, it seemed quite clear,
That this one too would be right here.

Crossing the boonies and climbing the hills,
Riding the sled and running up bills,
Waxing equipment and tightening bolts,
Jumping road crossings and taking the jolts.

It seemed hard to believe the day of the race,
That the youngest of all could quite take the pace.
The starting line grew – two hundred and two,
And then off they took, right into the blue.

The desert floor trembled and turned into dust,
As wheels and engines spun with a thrust.
And out into greyness they flew on their mounts,
All seeking the leaders on which they could pounce.

The minutes dragged by – like hours they seemed.
Your watch must have stopped – it was worse than you dreamed.
The sled had you worried – was everything right?
Was the gearing perfection? – was everything tight?

You knew it would handle, would hold up the pace,
The plug wouldn't foul – it would finish the race.
The rider alone must be up to the test,
The rider you knew was a novice at best.

A scooter appeared – it was going like fire,
It rounded a curve and came on like a flyer.
Number one man cleared the finish line,
Then two and three – then eight and nine.

It's awfully late – oh no!, not so!
Fifty miles is a ways to go.
That hill was steep – that curve was blind.
You hope the lime was there to find.

At last, a dot begins to glow,
And then your heart begins to grow.
Your girl child is the rider you knew,
Riding her first race, and finishing too.

THE WINNER OF THE HARE & HOUND

By the Bushman #119x and the Editors

We were hitting the trail and really wailing
On this lonesome hare and hound.
Greeveses running, BSA's humming all over the dusty ground.
Desert daisies blooming, Buzzards grooving out in the noon day sun.
You would not be fooling just to be cooling on this mad desert run!

When all of a sudden out popped a cousin of the desert jackalopes!
And when he buzzed past us we knew (if you asked us) that that was
the end of our hopes.
You can bet a dollar on your father's collar if we could we would do in this shoe.
We would understand better if Mr. Roberts would let us pick up a point or two.

You can rest assured from the lakes of Lucerne to the walls of Red Rock pass
The scooters will all be hot on the trail of whatever glory and brass.
We will keep on riding til our muscles are dying with a wheelie at every mound,
This stout breed will push through the sand and the mush to the end of the hare and hound.

MOTO-CROSS RAMBLES WITH RICHMOND RAMBLERS

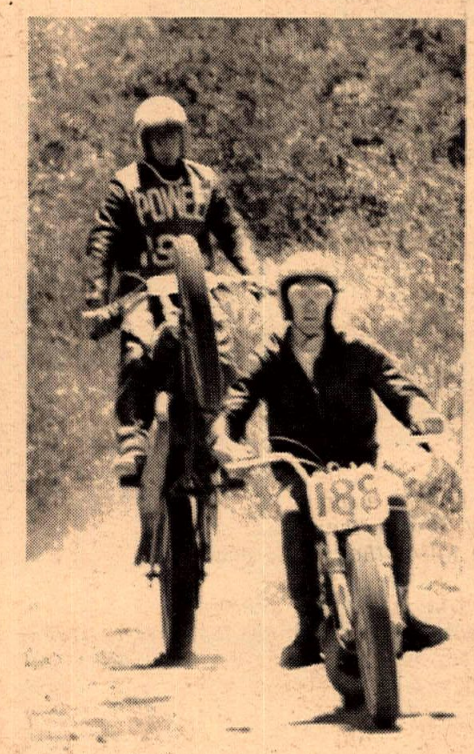
Story by Larry Stewart
Photos by G.J. Geforos

Sportsman racing returned to the Richmond (Calif.) Ramblers moto-cross course on Sunday, June 23 when the Oakland Motorcycle Club sponsored their first scrambles in over two years.

The Oakland club, one of the oldest in the nation (founded in 1907), usually sponsors one or two events a year to bolster the treasury, but missed out last year when they had a financial dispute with another area club which had been allowing them use of a track. This year the OMC decided to approach another club – the Richmond Ramblers – and a very satisfactory agreement was worked out.

The competition was fast and ferocious at Richmond, Calif. for first Oakland M.C.

Why use two when one will do?



You take the high road, I'll take the low, and I'll get the checker a'fore you.

Sharp left-handers, rugged right-handers, plenty of jumps and a rough, bumpy course tested one and all.

Above: Some cornered closely . . .

Right: . . .Some did it alone.

The day of racing was also very satisfactory. What the Oakland club lacked in experience it more than made up for in manpower. There must have been 60 or 70 orange-jacketed OMC members hard at work all during the day, and the hospitable Ramblers lent some valuable assistance. The only disturbing element of an otherwise perfect day was the number of crashes in the first corner after the start. The 250 Amateur class produced the only serious injury of the day in this corner, but the 650 Novices also stacked themselves up quite nicely a couple of times.

Tight Two-Fifty

The 250 Expert and Open Expert classes produced the best racing of the day. In the 250 Main, Bill Verbiscio and his Yamaha DT-1 got off to a big lead over 2nd place man Bruce Teixeira and seemed to have the win sewed up, but Teixeira refused to settle for second best. He pushed his Bultaco hard over the rough, bumpy course and caught up to Verbiscio on the last lap, passing him in the tight corner at the end of the straight. Fifty-two-year-old Nate Tolpalar could manage only a third place in the three man race, but he did a good job of staying close to the two front-runners.

The Open Amateur-Expert heat promised to be a great race with a number of excellent riders entered, but it turned out to be a war of attrition. Henry Dring grabbed the lead off the line but crashed and dropped back to last. Jackie Paro then took the lead only to have his machine quit, and Bill Verbiscio's Maico soon did the same thing. Gary Henrikson managed to keep his Triumph going and took the win.

Dring On The Wing

That must have inspired Gary for he got a good jump off the line in the Main and moved out to a good lead. He looked like a sure winner until the third lap when Harry Dring finally got his big BSA unwound and passed Gary in a spectacular broadslide that is rapidly becoming his trademark. After that it was no contest and Harry ran away with the win.

Great performances were again turned in by the teen-age Lackey brothers, Brad and Randy. They both took their second consecutive first place trophies in the 200 and 350 Novice classes, Brad on a Bultaco Sherpa S and Randy on a BSA Metisse.

The next event at the Richmond course, sponsored by the Ramblers, will take place on Sunday, July 21. All are invited. Sign-up starts at 9 a.m. with the first race at 12:30 p.m.

(Results on page 16)

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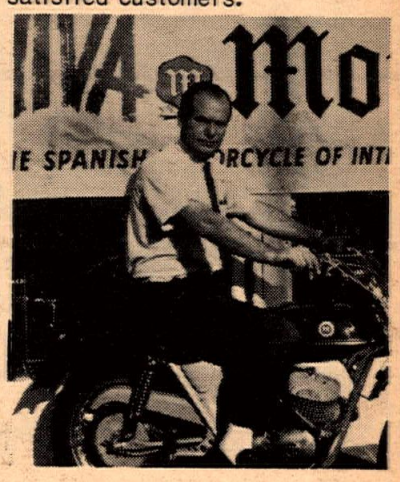

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ASCOT

FIFTH STRAIGHT WIN TO LACHER!

By Carol Sims
Photos by Dennis Greene

GARDENA, Calif., June 28 – Against a hard-fighting field of Experts determined to bring a halt to Mel Lacher's winning ways at Ascot, the speedy San Diegan and his Harley-Davidson once more ran away with first place Main Event money – making it five straight features on the half-mile!

But DeWayne Keeter (BSA) brought a halt to Lacher's 13-in-a-row win streak (Neil Keen set the record of 16 straight in 1961) by taking a sensational Trophy Dash victory and cagily working from fifth to second in the final.

The Dash pitted Lacher (who clocked the fastest heat) against Keeter, Clyde Litch (Triumph) and Chuck Jones (BSA). Litch had earlier turned back Jones in their heat after a tight, spray-throwing battle. Away they flew for three fast laps, Lacher nosing underneath, Litch on the outside. So busily engaged was Lacher with taking Litch wide in the first turn that Keeter squared it off, squirted by on the inside and went on for the win. A surprised Lacher wound up second ahead of Litch and Jones.

Lacher Leaps Out

Mel didn't allow time for any distractions in the Main. Choosing to start on the outside he immediately took the lead and maintained it, gaining up to half-a-straightaway lead on the bustling bunch behind him.

A strong second at the start was Sammy Tanner (BSA) who held the spot until Litch roared by on lap five. Then Keeter replaced Litch as runnerup two laps later, and Jones moved up to third on the 10th time around. Clyde stayed firmly in fourth, but Tanner lost fifth place to BSA-mounted Phil Todd on lap 13 of the 15-lapper. Bruce Holland (Triumph) came from last to a closing 7th.

Keeter now leads Lacher by only 42 points in Ascot standings (898 to 856) and former leader Dan Haaby returns Friday night to take on the local competition again. Haaby, traveling the Championship circuit aboard Gary Bray's haulin' Harley, is currently 4th in National standings behind Cal Rayborn, Gary Nixon and Bart Markel.

Rockwood Repels Amateur Rivals

Three different leaders and lots of mid-field passing created an exciting 10-lap Amateur final. First off the line was Don Harms (H-D), closely tailed by Geezer Emick (BSA) and Tom Rockwood (Triumph). Emick grabbed the lead on lap 3, holding it until the 6th, when both Harms and Rockwood stormed by. Then Rockwood began harassing Harms and made good his challenge with just over a lap to go.

Emick maintained third while last week's winner Jim Rice (BSA) progressed from 7th to 4th ahead of Rick Elisarraras (BSA) and Dave Smith (Triumph).

Amateur points now stand at Rockwood – 807, Harms – 585, Elisarraras – 430 and Emick – 407.

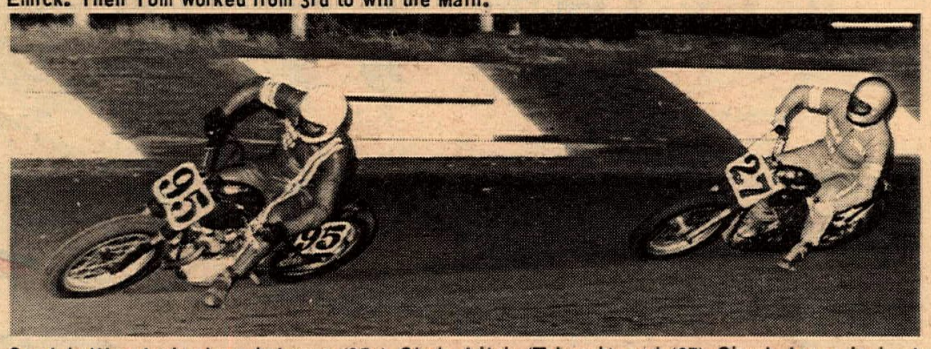
Smith Scores Novice Upset

After serving notice last week that he was definitely in the running for a Novice Main Event win, Suzuki-mounted Randy Smith followed up the promise with the actual performance Friday night. Stopping Keith Mashburn's Yamaha feature win streak at nine straight, Smith also sped to heat race victory and took a giant step from 8th to 5th in season standings.

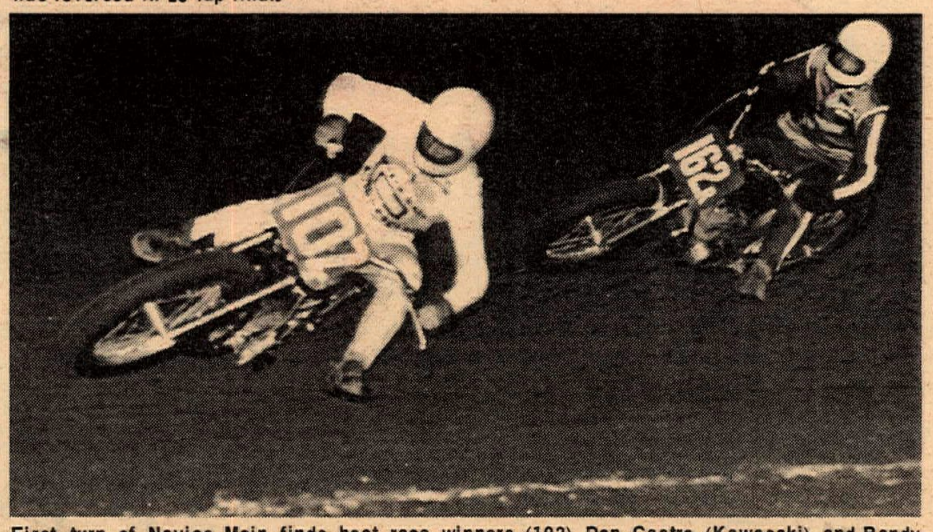
Don Castro (Kawasaki) led Smith and Mashburn for two laps, then slowed and finally retired on lap 4. As the 8-lapper continued, Smith stretched his advantage to eight lengths over the nation's Novice point leader, who was followed to Whitey Lyons' checkered flag by three Daves – Stroman (H-D), Aldana (BSA) and Hansen (Kawasaki).

This weekend a big holiday double-header is slated for the Gardena speedpath. On Friday night July 5, oval track racing welcomes back such threats as Gene Romero, Mert Lawwill and Cal Rayborn, in addition to Haaby, who was undefeated before making his eastern trek. (Dan still holds 4th in Ascot points behind Chuck Jones.)

It was come-from-behind night for Amateur point leader (20x) Tom Rockwood (Triumph). Here, in his heat, he fights the BSAs of (92r) Reg Chosney and (27r) Geezer Emick, took 2nd to Emick. Then Tom worked from 3rd to win the Main.



Good battles took place between (95x) Clyde Litch (Triumph) and (27) Chuck Jones in heat race (Litch won), Trophy Dash and Main. Jones was 3rd, Litch 4th in the Dash; then the order was reversed in 15-lap final.



First turn of Novice Main finds heat race winners (102) Don Castro (Kawasaki) and Randy Smith (Suzuki) well in front of favored Keith Mashburn. Castro's machine soon retired, Smith stretched out an 8-length lead over Yamaha-mounted Mashburn at finish.

Main Event winner 5 times in a row, (37) Mel Lacher's 13-straight record was broken in the Trophy Dash. The Harley star finished 2nd to (44) DeWayne Keeter (BSA) ahead of (95x) Clyde Litch (Triumph) and (27) Chuck Jones (BSA).

Then on Saturday evening comes the monthly TT Steeplechase event in which everybody tries to figure out how to beat Skip Van Leeuwen, winner each time out this year. But several streaks have been broken lately, and Skip's is up for grabs again. Sidehacks will also traverse the twist, turn and jump course as a spectacular added attraction.

(Results on page 16)

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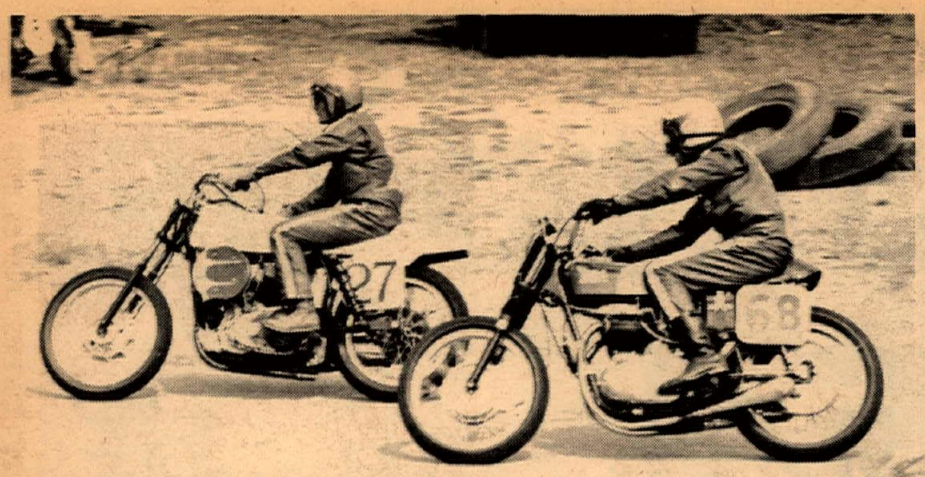


Amateur BSA rider (68) Larry Keup of Oberlin, Pa. sneaks up on Harley-mounted opponent, but Triumphs took a 1-2-3 in yellow-plate feature.

CONTINUED FROM PAGE 1

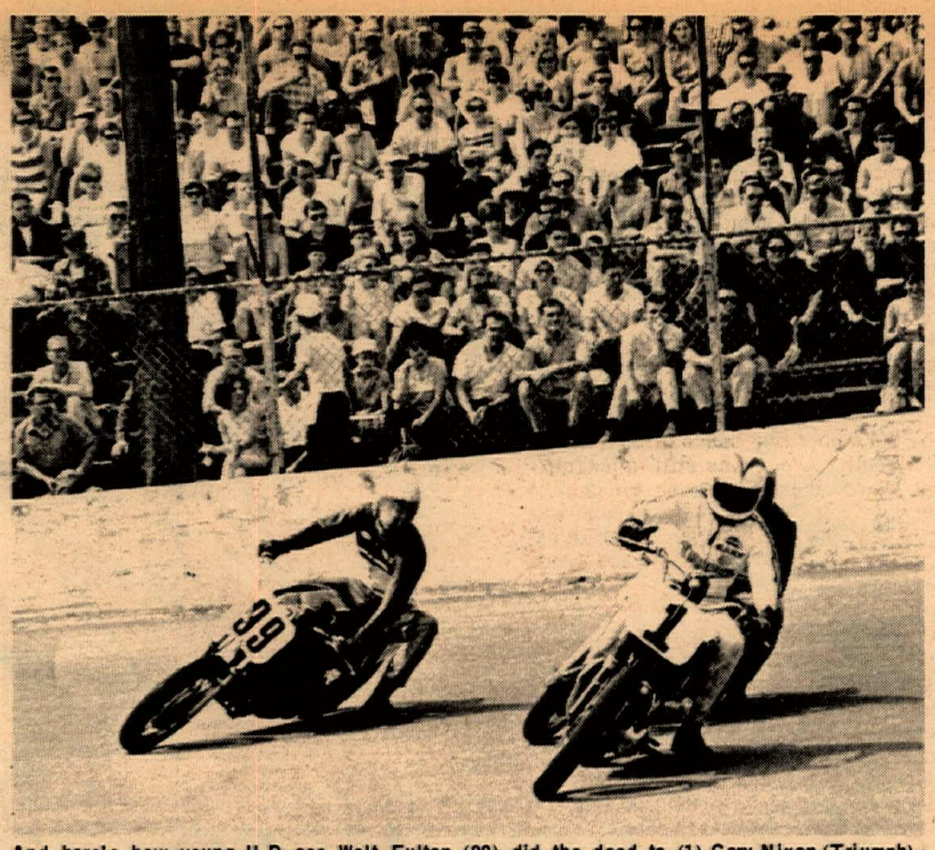
Rayborn Favored

Trackside handicappers heavily favored road race ace Cal Rayborn and his Harley-Super-Davidson in the Expert tilt, after watching all the leaders practice. But Triumph's current national champion Gary Nixon took Rayborn's measure in their prelim and showed perfect command of the course. It was clear that passing would be a problem on the narrow-line circuit.

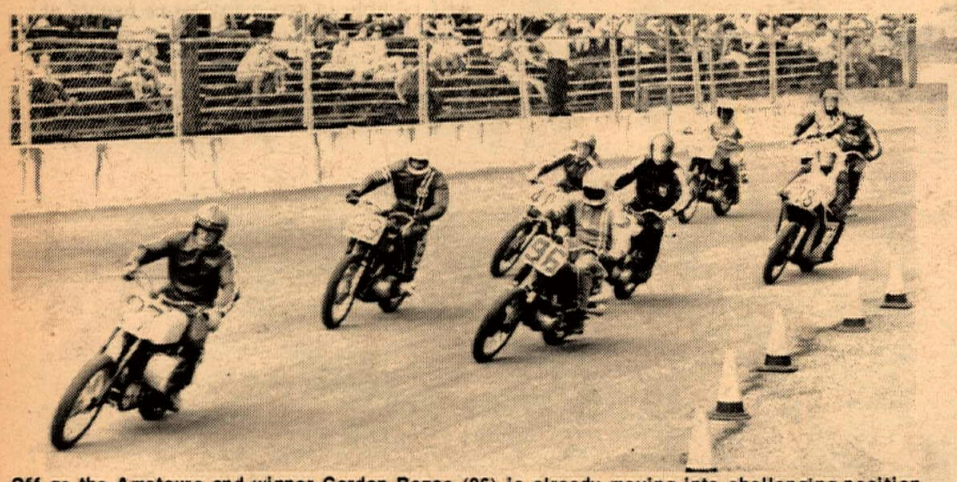
During the next expert prelim, fans were shocked to see young Walt Fulton the Third on a factory Harley, get by Rayborn and try to take Nixon on the outside coming out of one buttonhook. He didn't make it, that time, but did a nice TT number through the weeds.

Come the final for the Championship, it was a repeat of the preliminaries except Fred Nix on his H-D was holding off Nixon, Rayborn and Bart Markel for first place. Markel had gotten off twice in practice that morning and his wounded clutch hand wore a bandage. No one would have faulted Bart if he'd cooled it, but he was right there in the thick of contention for those precious points.

Then Nix was out of the battle and Rayborn was in front with Nixon fairly running up his tailpipes. Cal turned the tables on Gary for about half the race, filling the track with motorcycle, knees, elbows and anything else he could use to keep the Triumph behind him.



And here's how young H-D ace Walt Fulton (99) did the deed to (1) Gary Nixon (Triumph) - on the outside yet! And he swooped Cal Rayborn to boot, in winning his first-ever National Championship as an Expert.



Off go the Amateurs and winner Gordon Razee (96) is already moving into challenging position. Second place Mike Sponseller (99) takes the outside groove.

Here Comes Fulton!

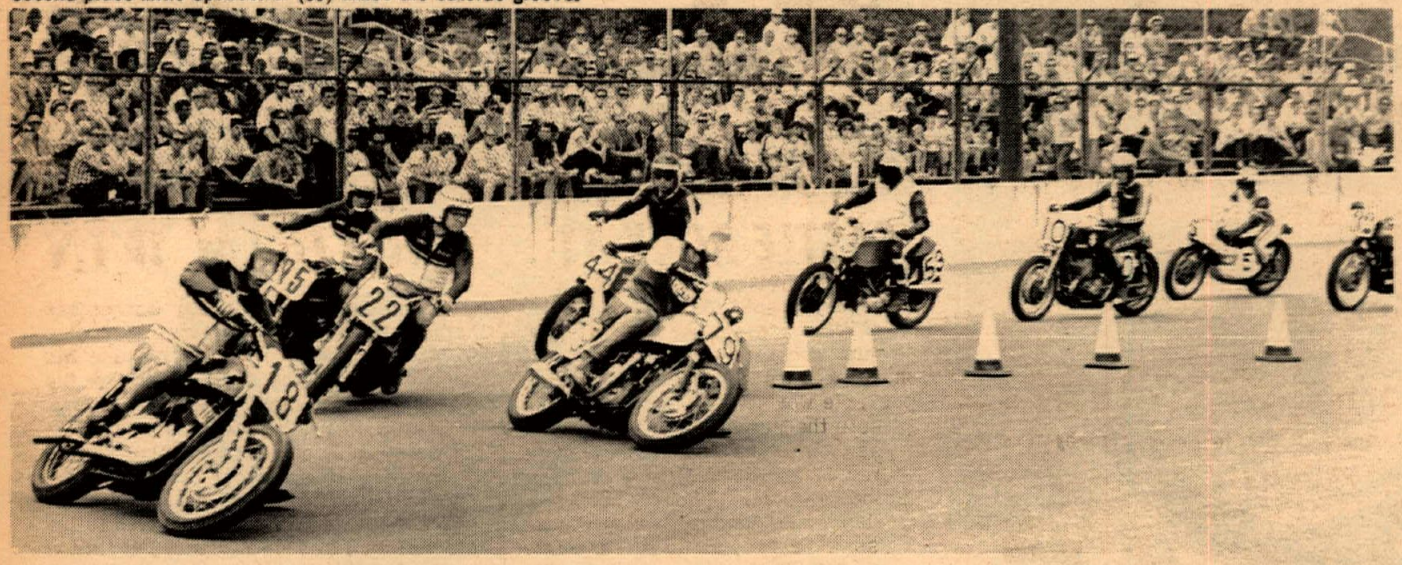
...When out of the pack flashed that crazy kid Fulton again, trying the same dumb stunt that had put him into the weeds in the preliminary... only this time it worked! The #99 Harley-Davidson squirted past Nixon and Rayborn both, taking the lead while the grandstands drowned out the roar of motors with their collective astonished gasp.

"I didn't think he'd try it again," said Nixon after the race, "when it didn't work the first time. He flat caught me napping."

Fulton stretched his advantage, laying his machine on its cases in absolute defiance of all physical laws. Rayborn held Nixon out of second spot until the final turn around the buttonhook leading to the checkered flag, when Gary threw a sort of body block that nerfed Calvin into a hay-bale long enough for #1 to slip past for a few more points toward the Grand National Championship Title.

It was a happy Walt Fulton who wheeled his oil-dripping motorcycle into victory lane, winner of the first-ever Miniature Road Race National Championship. Fulton credits his tuner Jerry Foshey of Milwaukee for his horsepower, which matched the young champion's daring for full 30 laps.

(Results on page 16)



A cornerful of National Champions - (18) Mert Lawwill (H-D), (79) Buddy Elmore (Triumph), (95) Fred Nix (H-D) and (22) Dan Haaby (H-D). Following closely are (44) Bill Sholly (Triumph), (53) Terrence Knott (Triumph), (10) Ron Grant (Suzuki), (5) Yvon DuHamel (Yamaha) and (32) Dusty Coppage (Triumph).

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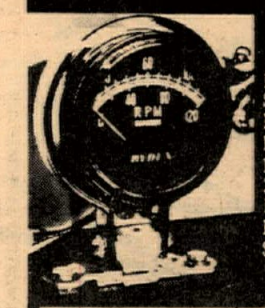

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NEW TRACK AT CLOVERDALE, B.C.

Story and Photos by Vic Ebbutt

Eighty-seven riders and approximately 2400 spectators initiated what well may be one of the finest half-mile tracks on the West Coast, Sunday, June 23, at Cloverdale, British Columbia. The track, though not new, was opened to motorcycles for the first time with the stipulation that the surface, which was designed for trotting horses, was not to be damaged in any way.

At the end of five hours of hard riding, the smooth surface was still in magnificent shape, thereby helping to open the door for future races. National Numbers 69, Sonny Burres, and 80, Emil Ahola, compared it favorably with any track they have ridden.

Originally a half-mile oval, the race track was converted to a TT with barriers erected in the backstretch, but time trials still ranged from the high twenties to 30 seconds for the Amateurs and the Experts, so it can be seen that it is a fas-s-st track. However, only two riders spilled, despite the speeds, and neither was hurt.

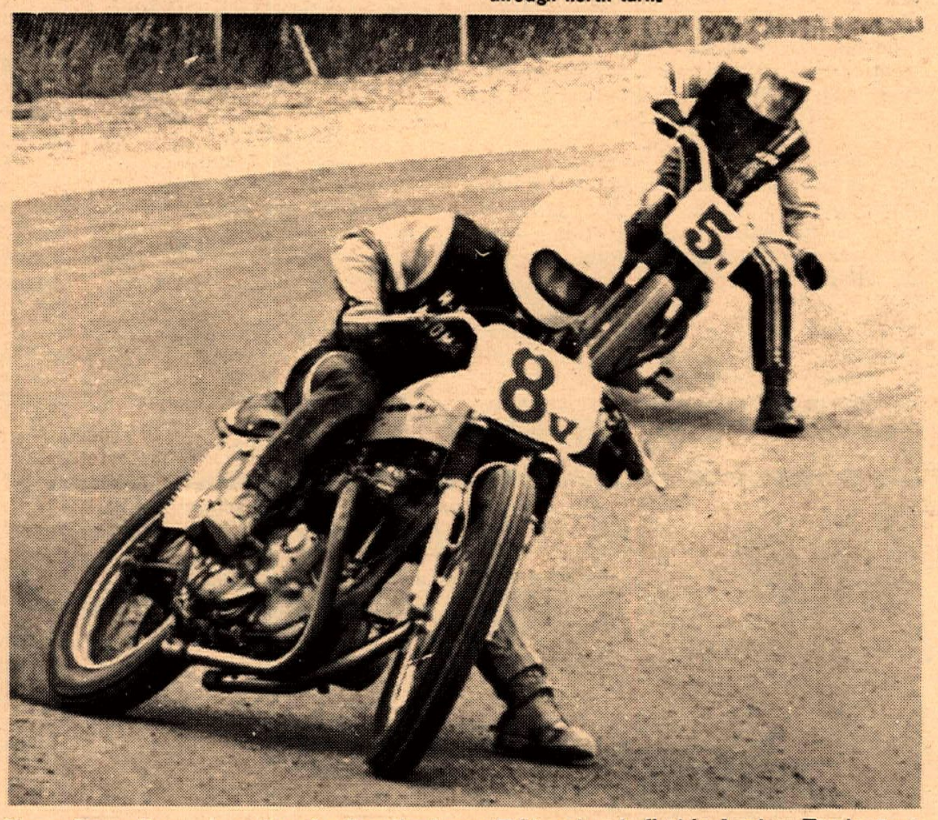
Sonny Burres, 1967-68 high point TT rider in the United States, was king of the day, sweeping the Expert Dash, heat and Main on his sweet-running Triumph.

Novice Main event winner Jim Cayou (Yamaha) leads second place Jerry Robertson (Bul) through north turn.

Sonny Burres (Triumph) takes checkered flag and Expert Trophy Dash. Sonny also snatched top honors in Main Event.

Jim Greenwood of Vancouver, British Columbia, who single-handedly promoted and sponsored this event, is to be heartily congratulated for this fast moving and well-run event and we in the Northwest have our fingers crossed that he will be able to run many more events at the Cloverdale Speedway this summer.

(Results on page 16)



Young Cappy Skene shown here leading Jim Jones (Tri.) and on to first in Amateur Trophy Dash.

Ike Reed (Triumph) here leads Amateur Main and on to top honors.

1967-68 high point Novice and now battling the amateur ranks is Ike Reed fighting off Jim Jones.

OREGON KID COPS CASTLE ROCK TT

Nineteen-year-old first year Expert Mark Williams from Eugene, Oregon made his debut on the Castle Rock, Wash. TT course in spectacular fashion June 15. He won his heat race in record time, stole the Trophy Dash and romped to an easy win in the Expert Main Event.

Veteran Sonny Burres paced himself in second place for the early rounds of the 15-lap Main, but the Oregon youngster was able to match Burres' late charges. T.L. Hoglan took a steady ride for third.

Emil Ahola, aboard injured Don Mc Leod's H-D Sportster, made a gallant effort after losing a plug wire at the start. Spotting the pack a half-a-lap lead, Ahola swept by four riders and was within reach of third or fourth place at the checkered flag.

Making it his second win of the weekend, Jim Jones showed the style that will make him a contender for Amateur National TT honors. Coming off the line badly, Jones was in ninth place at the end of three laps. Moving through the field steadily, he snuck into the lead on the tenth lap.

Early leader Cappy Skene couldn't match Jim's speed and trailed into second place. Roger Stanley, showing a flash of the style that made him Washington State Novice Champion, charged up for third place.

(Results on page 16)

BURRES GRABS GRAHAM WIN

Portland, Oregon's Sonny Burres has broken Graham Speedway's cycle of a new winner every week by copping his second win of the 1968 season on the Tacoma, Wash. short TT course. Burres scored his first win on opening night in May and has been shut out since.

The wily Oregon racer broke from the pack in the early laps of the Expert Main on June 14 and was never headed to the close finish. In second place, Dan Holton seemed to be hanging on desperately as former track champion Emil Ahola and Trophy Dash winner Sandy Saunders charged at him for the entire 15 laps. It was a blanket finish for the four leaders.

Amateur flash Jim Jones picked off his third win at the Graham plant. Jones easily handled his competition and had a long lead at the finish. Little Cappy Skene looked very impressive in his second place finish on a borrowed Triumph. His own H-D mount had been badly damaged when he left the track at Bellingham, Wash. the previous Saturday night.

Squire Tomasie continued his win streak with his ninth Main Event win in the Novice class. Honda-mounted Dave Yost was a closing second, while John Bromley got a last lap third. The three Novice leaders' engines were measured by AMA officials and all proved to be legal.

(Results last week)

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Leading on a JAP, Stu Morley prepares to shut the gate on Phil Cancilla for B Main win: Mike Konle (JAP) is close behind the duo, wound up 4th behind Eso rider Bruce Haserot.

Super Squirrel Eddie Mulder (Eso) gets super slidy on the Whiteman cushion course, leading JAP-mounted Steve Scott (inside). John Hateley (behind Mulder) and Chuck Jones to A Main win.

SPEEDWAY AT WHITEMAN

Story by Maureen Lee
Photos by Dennis Greene

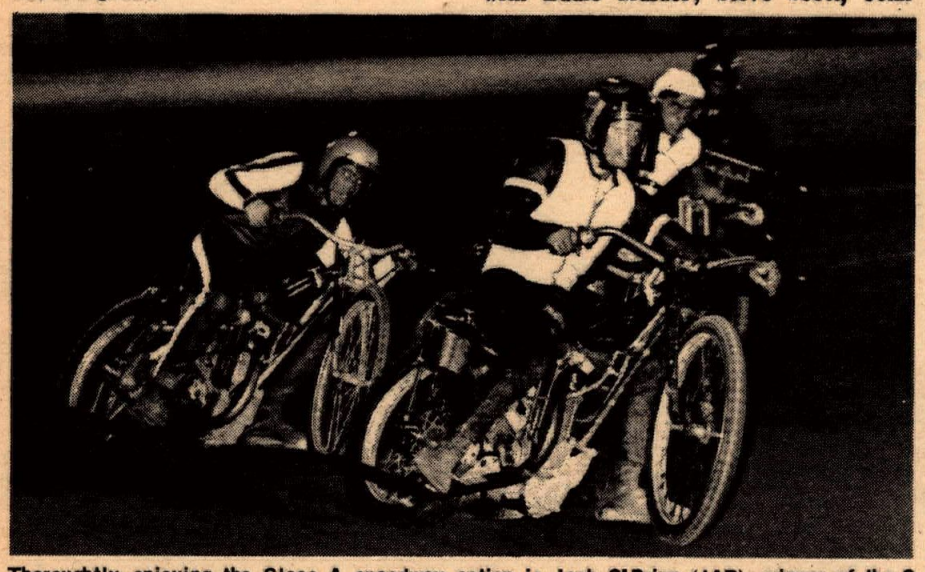
PACOIMA, Cal., Sat. June 29 – The increase in crowds Saturday night show that interest is still there in Class A short track racing, and well it should be. It's great!

As usual, due to a shortage of these machines, some of the riders had to double up but from what we've heard owners are already starting to dig their stored away JAP's out of the mothballs and get them running again. Bike swapping, however, doesn't slow down the show one bit.

Big Names Compete

Big names there were in abundance with Eddie Mulder, Steve Scott, John Hateley, Chuck Jones, Bruce Haserot, Jack O'Brien, Stu Morley and Ron Bonner all walking away with heat wins. Jim Doron was leading the second heat when his bike just up and quit on him and Scott took the win. Anyone with a JAP who is looking for a rider – take a look at Doron. We've seen him ride one in exhibitions over the years and he's good but he doesn't have a "name." It takes talent to lead with the rear wheel, something that some of the riders are still having troubles mastering, and Doron can do it.

The first semi went to Eddie Mulder who built up a good lead fast leaving Rick Woods and Bruce Haserot to fight it out for second and third with Haserot finally getting by Woods on the yellow flag lap. The second semi was probably the best with Steve Scott winning and O'Brien, Al Holley and Mike Konle scrapping it out. O'Brien took a high groove and ended third with Konle second.



Thoroughtly enjoying the Class A speedway action is Jack O'Brien (JAP), winner of the C Main Event, here shown spraying Mike Konle with a little clay, decomposed granite and rock dust.

Hateley Hauls

In the third semi John Hateley showed no contest to Stu Morley, Lee Stumpenhaus and Sammy Tanner. None of them could come within shooting distance of this youngster who is an absolute natural on this type of machine.

In the Trophy Dash Mulder got his usual neat start with Steve Scott after him. John Hateley went way wide and completely off the course going all around the outside of the crash wall. Mulder won but Steve Scott had all stops pulled behind him.

The C Main Event winner was Jack O'Brien. Rick Woods got the lead but O'Brien was right on him just waiting for one little goof. When Woods finally went a little too high, O'Brien got by him. Lee Stumpenhaus waited for Woods to do the same thing again but he didn't and Lee just couldn't get by him, finishing third.

Morley, Mulder Move

The B Main was Stu Morley's from start to finish although Phil Cancilla tried hard to catch him. Morley is another one who has mastered that leading with the rear wheel technique.

"Steady Eddie" Mulder again took the A Main with Steve Scott attempting several times to catch up and pass him but just couldn't do it. John Hateley took third and Chuck Jones fourth.

It's obvious just listening to the spectators and watching them that Class A racing deserves a place again on the racing scene, not to mention how much the riders themselves enjoy handling these fast little bombs. Put 50 horses on the rear wheel of a machine that vaguely resembles a bicycle and runs with an open clutch, and you're in for some excitement. This program will continue Saturday nights at Whiteman Stadium with first race under way at eight o'clock. And kudos to Dude Criswell for all the hard work involved in getting the show off the ground, preparing the fine track surface and otherwise in supervising the operation.

(Results on page 16)

Norton

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June 30, 1968
Open Production Class

1st
GEORGE KERKER
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2nd Roland Pagan – Triumph
3rd Pete Giordanengo – Honda
4th Dave Allee – Honda
5th Ken Edmondson – Suzuki

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★ HORSEPOWER RUNS LOOSE IN TEXAS ★

San Angelo, Texas, Sportsman Road Races

Story and Photos by John Blanton

Surprises were in store for the old-timers who showed up for the season's second running at San Angelo, Texas ("Where Road Racing Began in the Southwest") on June 16. Although the previous day's rain left the racers to contend with steadily-receding puddles of water (by now a tradition at San Angelo), events soon moved off the beaten track.

First of all, after spending most of the 200cc Production race catching and passing John Walker's 175cc Honda, Jim Schwartz (180 Yamaha) found that his clip-on bars were dis-allowed. Thus, John moved up to first, Richard Long (160 Honda) moved to second, and Willard Kelley (125 Yamaha), who spent the race making up for a first-lap crash, found himself in third place.

Bennie Campbell seemed to have the Open Production race by the tail during the early laps, but Rusty Bradley's 350 Yamaha was pressing him hard, and when Bennie's Suzuki 500 over-shot the number six hairpin turn, Bradley snatched the lead and held it. Jet Tharp (350 Yamaha) was third.

Don Gross stepped out of relative obscurity to win the 100cc Heat race on his Yamaha 100. The eight-lap dash was marked by a four-way tussle for the lead, which lasted until the closing laps when Willard Kelley (Yamaha 100) dropped out to let Darryl Hurst and Edward Green (both on Yamaha 100's) into second and third places, respectively.

For the first time this year the two-stroke domination of the 200cc Class was broken, and the man doing the honors was Johnny Bryant on the Honda 175 sponsored by Honda Cycle Mart, a perennial racing benefactor, of Wichita Falls, Texas. Also new up front were George Johnson and his Yamaha 180, which placed second, ahead of Bob Hamill (175 Bultaco).

Bradley Barrels

Rusty Bradley seemed to have no competition in the combined 250cc/Open Heat, but it was hard to tell this by watching him. Even though he had put almost a mile between his 650cc Triumph and the next rider, Norman Stovall (Yamaha 250), by the halfway point, he still pressed on fiercely, sometimes losing traction at both wheels simultaneously. He won handily, sure engough, over Stovall and Bob Nagiller (500cc Triumph), but his trail soon became marked by an ominous blue smoke.

Johnny Bryant did not ride the Cycle Mart Honda in the 200cc Final (someone else did), so George Johnson won over John Moyer (Bultaco 175) and David Watkins (Bultaco 175).

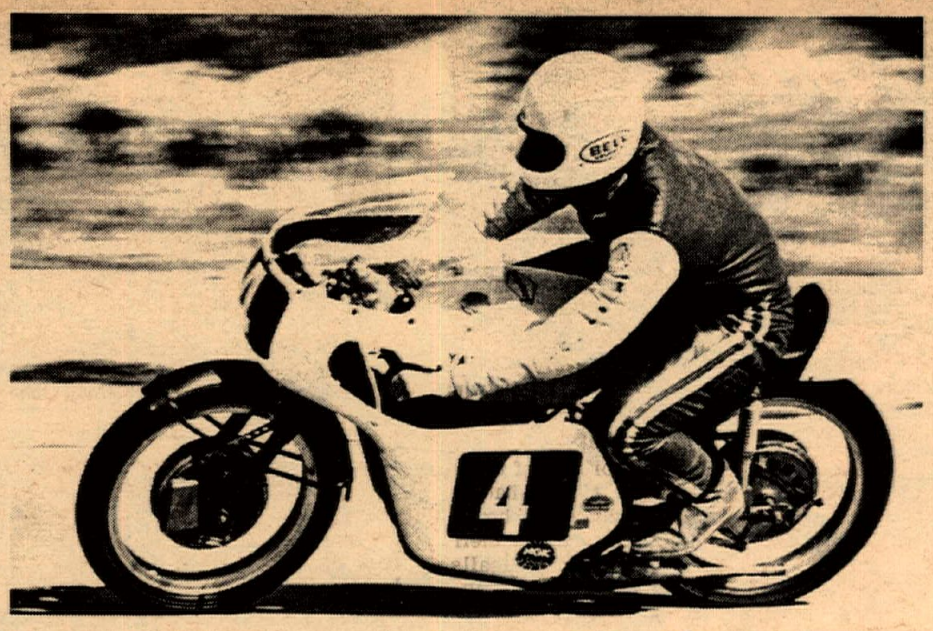
Mike Cone must have been sleeping during the 250cc/Open Heat, for he did not put in an appearance at that time, but the start of the 250cc/Open Final found him in the full swing of things as he and Rusty Bradley rushed through the very fast and tight number four turn almost as one, already a hundred yards ahead of Stovall. Then, inexorably, the Triumph began to pull away from the Yamaha, and soon it had an unshakeable lead. But Bradley had not rid himself of the haunting, blue curse, and in the seventh lap of the nine-lap event it caught up with him, and his engine stopped just short of the number four turn.

Cone Comes Through

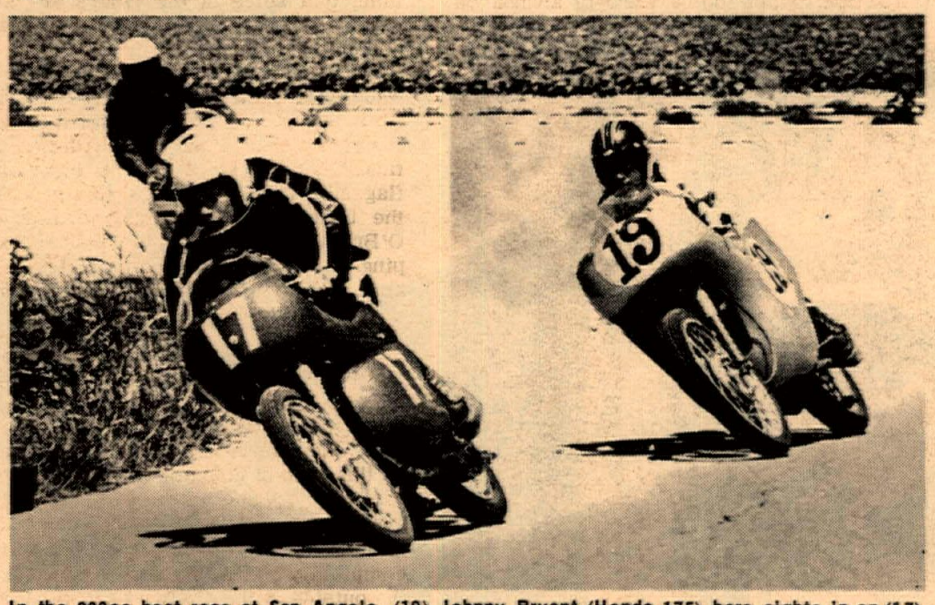
As the ever-present Cycle Mart 175 Honda (which had been running out of class and dead last, anyway) stopped to give Bradley a push back to civilization, the 250cc Yamahas of Cone, Stovall and Jet Tharp sped by to give Yamaha another one-two-three sweep over the Open Class bikes of Bob Nagiller, Bennie Campbell (Suzuki 500) and John Rufenacht (BSA 441).

Jim Hall of the Southwest Motorcycle Racing Assn. has tabulated the 1968 Texas points standing through May 19, and they show Mike Cone to be the leader in the Modified Classes, with 39 points, and Bennie Campbell, with 11 points, to be leading in the Production classes. The points are awarded thus: first place in a Grand Final, 5 points; first in a heat, 3 points; second in a heat, 2 points; third in a heat, 1 point. (The 19th of May, date of the previously reported Green Valley race, was double points day.)

(Results on page 16)



First place overall in the 250cc/Open class final went to Texas road race point leader Mike Cone aboard his 250cc Yamaha. Southwest Motorcycle Racing Assn. promotes the series of pavement events.



In the 200cc heat race at San Angelo, (19) Johnny Bryant (Honda 175) here sights in on (17) George Johnson (Yamaha 180) at turn six.

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250 Novice Main Event
1st RANDY SMITH – SUZUKI

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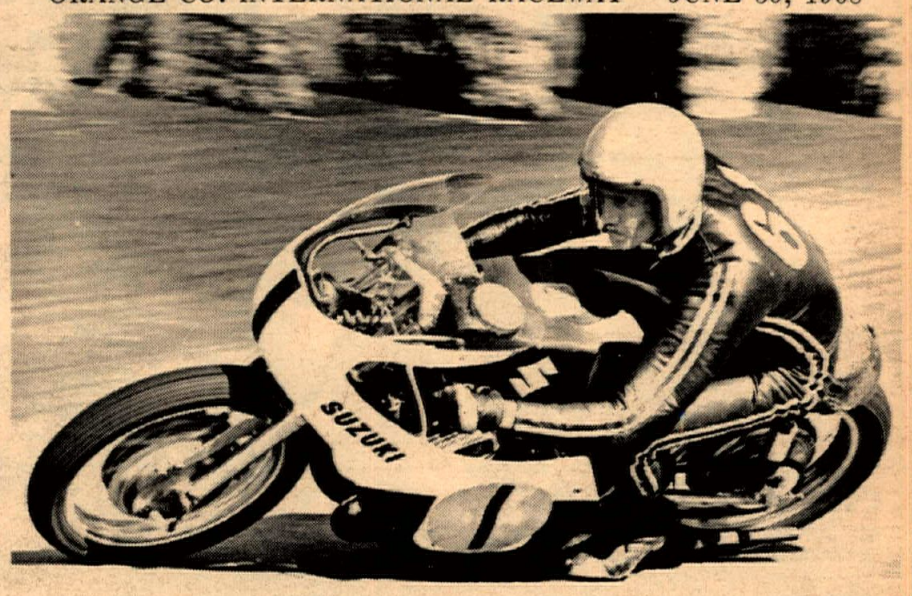

350 – 500 – Open Grand Prix Class
1st OVERALL – 1st 500 Grand Prix Class
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TRIUMPH T100R

ASCOT PARK
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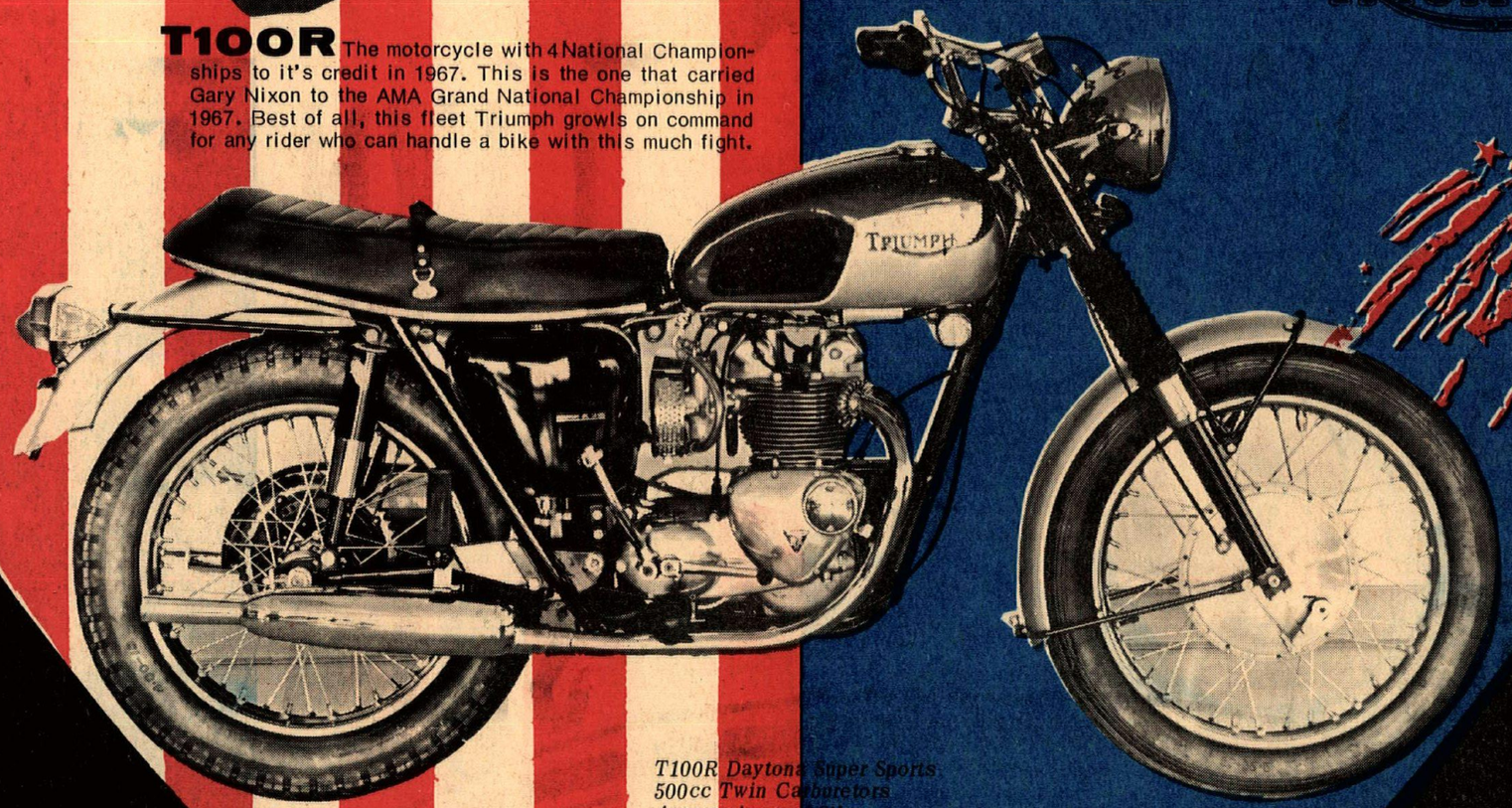

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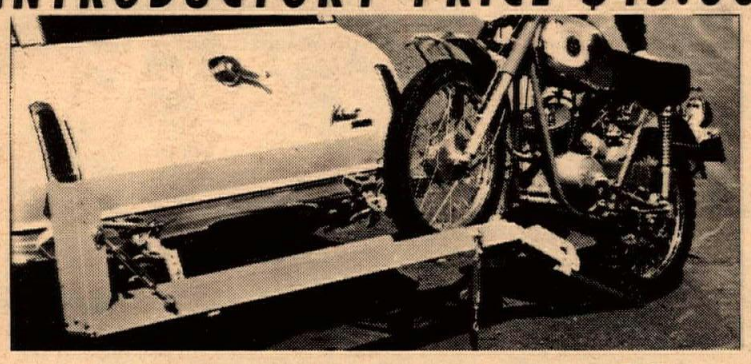

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MEET THE RACER

Debbie Selden

By Delmer O. Gasche

Debbie Selden is a pretty, young 16-year-old motorcycle racer from Tacoma Washington. She began racing motorcycles at the age of 12, competing in Powder Puffs for a year and a half before entering into sportsman events. She has won over thirty trophies, twenty of which have been won since she began competing on equal footing with the male racers two and a half years ago.

"The faster I can go, the better I like it," Debbie says. "I'm usually the only girl racing in the sportsman classes. I don't know of any other girls in the state who compete with the men."

Debbie decided to enter sportsman competition after winning several Powder Puff races at the Olympia track. She also races at Portland, Graham and several other tracks in the Northwest. Last year Debbie rated second in sportsman points at Graham.

"I've always had a great desire to win," she stated, ' but it took a lot of experience and helpful advice before I began doing it. I listen to good riders and watch them race. I consciously study riders like Sonny Burres and Emil Ahola, for example. My Dad has helped me the most, he's really cool. I can't see the mistakes I make when I'm in a race, so he takes movies which we study afterwards. I've learned a lot this way. Lots of riders just follow the leader during a race and then wonder after it's all over why they couldn't get around. Things like this are shown up very clearly in movies.

"I'm getting better as a racer. I used to get tired in my arms and shoulders from hanging onto the bike so tightly. Now I just relax and ride. I take acrobatics and tumbling in school and these exercises have strengthened my shoulders. We also go beach sliding and this practice has helped me greatly on the tracks."

Debbie usually rides a 100 Twin Yamaha which has a custom built, low frame constructed for her by her father. She does some of her own work on the bike and is continually learning how to do more. She works at her Father's motorcycle shop – Cyle Craft in Tacoma, Washington – selling parts, cleaning, and some office work.

Motorcycling is not Debbie's whole life, though it is certainly a very major interest in her life. She is an expert at knitting and last September won a knitting marathon – knitting a complete sweater in three and one half hours. She makes most of her own clothes and likes to cook. At Franklin Pierce High School, she is a member of the pep club, a service club and a student teacher in physical education.

"Most of my friends think it's great that I race motorcycles," Debbied stated. "I have had trouble with boyfriends though who couldn't seem to understand my desire to race. I think it's a wonderful sport for girls as well as boys. If a young person has the spirit of competition in them, then motorcycling is a great sport for them. Even if a person doesn't want to race, it's still a great sport. You don't have to go bombing around race tracks to have fun on a bike, you can have fun just putt-putting up into the mountains sightseeing."

Debbie wants to compete professionally when she reaches 18 years of age. She has sent a petition to the AMA asking for a Class C license when she reaches the legal age. "They don't even want to discuss it," she said. "I don't expect any favors on a race track just because I'm a girl. It does bother me if someone kicks me and puts me down because I'm a girl! Some guys resent getting passed by a girl during a race. Before I got my Bell Star helmet, I used to look back and smile and wink at guys as I went around them. I don't know if this surprised them or what, but a lot of guys went down when I winked at them.

"I want to race professionally though and I don't really understand why the AMA doesn't want women to compete with the men on an equal basis. Women compete in many sports. If a person really wants to do something and there is no physical or metnal reasons why he shouldn't do it, then I feel he should be allowed to do it. The fact that I'm a girl doesn't seem to me to be a good reason for barring me from a professional license."

Debbie's Father, Bob Selden, is Debbie's biggest fan and mentor. "The biggest thing that bothers my wife and me about Debbie's racing is that fact that so many strangers seem to feel that we don't care about Debbie's safety or we wouldn't let her race with the men. We do worry, but this is something she wants to do and she has the ability to do it and that ability is progressing as she gains experience. I've always felt that any type of organized competition is good in terms of keeping a person mentally and physically fit.

"Debbie's not a tomboy. If that began happening because she was racing then the racing would have to stop. She's a girl who likes to race. My wife and I worry when she is on the track but the feelings of concern are the same as if a son were racing. I don't think she will ever want to go into the Amateur and Expert classes – a 40-incher is a lot of bike for a girl to handle – but if she desires to and has the talent and can get a license from the AMA, then my wife and I would back her."

While sales in the motorcycle industry were off from 11 to 13 percent last year, sales at Cycle Craft were up from 25 to 30 percent. "I believe it's because we did such a good parts business," Bob Selden stated. "We stock all the parts we can. I used to own and race sports cars and some of my experiences with getting parts for foreign machinery were pretty bitter. I don't want that happening to customers who own our bikes. We rely on newspaper ads and yellow pages for most of our advertising. We tried radio but I believe it to be a dead loss unless it is done on an extremely large scale.

"This year we will be sponsoring four riders including Debbie. We are also thinking of sponsoring some sidecar races in this area. Debbie wants to ride the sidecar. However, I sponsor the competition because I enjoy it. John Q. Public supports the business and the racing is an enjoyable fringe benefit in my opinion."

Bob Selden also expressed his opinions on the current motorcycling legislation in the state of Washington. "Personally, though it may not be the popular opinion, I'm in favor of it," he stated. "I believe that it will help sales in the sense that a parent will be more inclined to buy a machine for his child when he knows there are state controls and standards being observed and enforced. There are some laws which I don't feel are worthwhile, such as having two mirrors on a bike, but these simply got slipped in and can be changed in future sessions. I think the legislation has shaped up helmet standards. It bothers people at first to have any form of control placed on them, but in the long run I think it will help the industry."

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FRANTIC FRESNO SCRAMBLES

Story and Photos by Jay York

The season's third Pathfinders M.C. sponsored scrambles at the Kearney Bowl Track in Fresno, Calif. on June 15 saw three riders dominating the spotlight.

Expert Tod Sloan took double honors by changing (or should I say adding?) horses in the middle of the evening. After chasing Bultaco mounted Tim Tomas past the checkered flag in the 250 Expert event, Tod mounted another bigger Montesa in the 350/500 Amateur/Expert duel to reverse the situation and outrun Bultacos piloted by Jack Monger (2nd) and Dewayne Shockley (3rd).

Not content with a third on his Moto-Beta in the 90/120 Amateur/Expert class, Fred Gregory straddled a BSA to seal the 250 Amateur honors from Bul' riders Bullett McCracken (2nd) and Max Carpenter (3rd).

Greedy Guy Smith (Expert), aboard his Bridgestone, seemingly couldn't see sharing and stole Don Burk's (Bultaco) thunder in the 200 Amateur/Expert contest. This after trailing Joe Roseberry's Kawasaki home in the 90/120 Amateur/Expert class.

Expert 12-year-old Sammy Holland, the 90-pound strongman who has to lay his Kawasaki over to reach the ground, just couldn't find his regular place at the front of the pack. He was too busy preparing the track for planting, plowing it up at least twice in the finals.

Turner's Twin

Jumping back to the 650 Expert competition, Butch Turner took his turn at winning, followed by Carroll Jackson, both riding Triumphs. Former winner Jim McCracken seemed to be getting in a rut rather than in the groove, apparently preferring to sit on the track rather than on his Triumph.

Cal Powers did a repeat performance on his Triumph, again taking the 650 Amateur race. And Novice Mike Thompson lead fellow Triumph jockey Bill Ezernack to victory in Mike's first time on the Fresno track.

Taking a big 400cc jump from the 90/120 division to the 500 Novice class, Gregg Grouleff showed Ernie Ladd(BSA) and Tom Church (Bul) the way to the checkered flag.

A vastly improved Don Werner took his first win in the 200 Novice race aboard his faithful Triumph Cub. He had spent more time on the ground than in the saddle in the first scrambles here.

Challenging Course

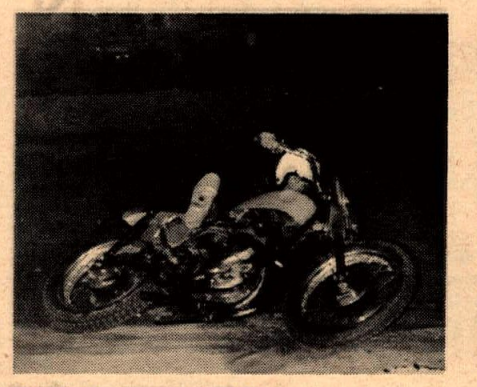
As for the clay course, contestants agree it is one of the most challenging and finest conditioned courses they have ridden. Two "definite right turns" wear the pegs evenly and the full-bore jump keeps spectators busy comparing altitude and distance records. The top-rate surface was inherited from the adjoining auto track when the latter was resurfaced with asphalt.

One improvement which could be made, however, would be to move the fence in side of the track, even though it would mean moving the fans back a few feet. At one of the season's first scrambles two young riders trying to make their mark in the cycle world succeeded only in making a sizeable impression in the fence, luckily without serious injury.

My special thanks for the help in covering the scrambles goes to Wilson's Motorcycles of Fresno and to Don Massey, secretary of the Pathfinders M.C.

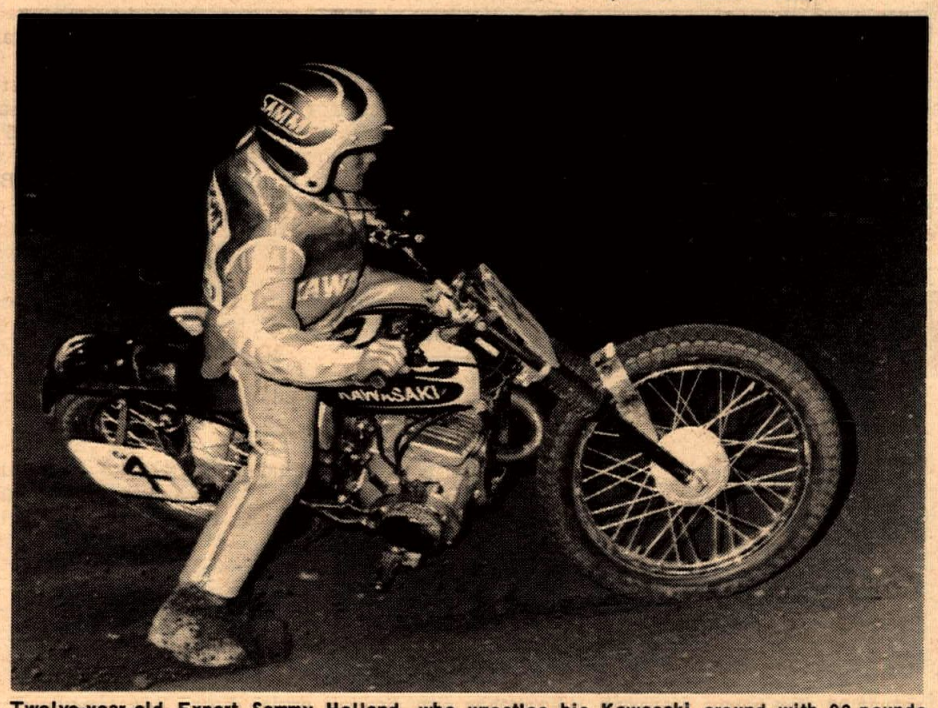
(Results last week)

Airborne and eager, (175) Robbie Collins and (23) Ron Clawson.

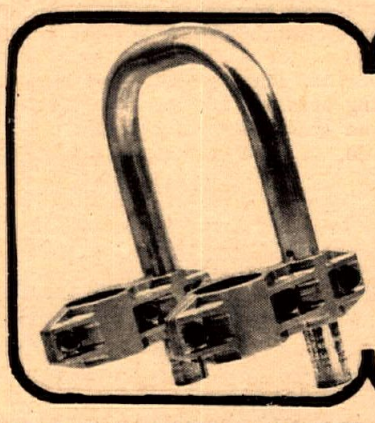


Here's one cornering style . . .

. . . and here's another.



Twelve-year-old Expert Sammy Holland, who wrestles his Kawasaki around with 90 pounds of total weight, is usually at the head of the pack but couldn't find the combination this night.



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SPECIAL ADDED ATTRACTION

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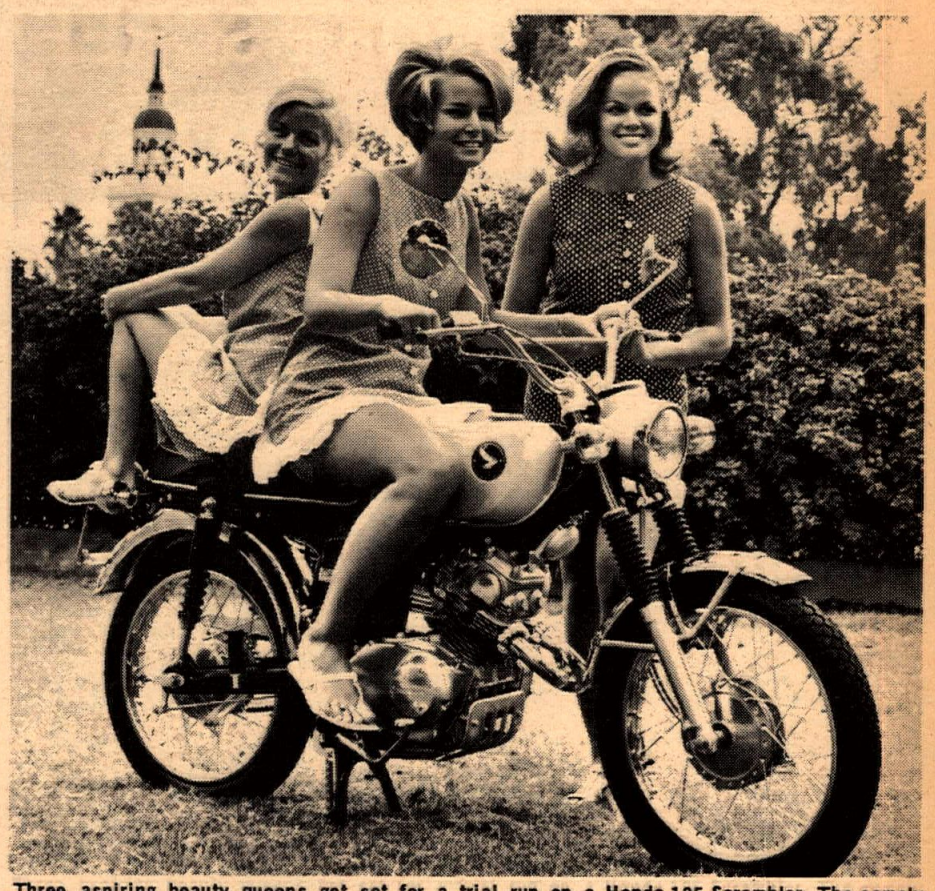


Three aspiring beauty queens get set for a trial run on a Honda 125 Scrambler. The comely contestants, competing for the title of "Miss Orange County Tomorrow" at the Orange County Fair and Exposition on July 16, are (left to right) Susan Nail, 19, Miss Seal Beach; Kerry Jo Abrahams, 18, Miss Tustin and Linda Marie McEvoy, 18, Miss Buena Park. Cycle News will be there, thats' for sure!

COSTA MESA, Cal., July 1 – A brand new feature at the 1968 Orange County Fair and Exposition, Tues. July 16 through Sun. July 21, will be a full-scale recreation vehicle and boat show.

The special outdoor living event, according to space and concessions manager Robert Cummins, will be "the biggest summertime display of sports items ever seen in Orange County."

Included in the show, Cummins said, will be almost every type of recreation vehicle from motorcycles, trail bikes and mini-bikes to campers, motor homes, conversion campers, travel trailers, canvas camping trailers and dune buggies. In addition, there will be an extensive boat display, and a variety of sporting guns, water skiing equipment, surfing equipment, skin diving gear and other sports accessories.

Location of the new sports and recreation show at the Orange County Fair and Exposition will be an outdoor mall area located between the Floricultural Building and the New Products Pavillion. Information about exhibit space may be obtained by contacting Cummins at the Orange County Fairgrounds (714) 545-1131.

The 1968 Orange County Fair and Exposition, which begins Tuesday, July 16, and runs through Sunday, July 21, has as this year's theme, "Yesterday Meets Tomorrow."

RESULTS

PONDEROSA CHAMPIONSHIP 100
Lancaster, Cal., Sun., June 2, 1968

OPEN CLASS (80 Entries, 22 Finishers)

1*.	D. Brewer	Tri
2*.	M. Popovics	Bul
3*.	R. McCarty	Yam
4*.	G. Colberg	Hus
5*.	H. Lawrie	Hus
6*.	L. Burns	Hus
7*.	J. Good	Bul
8*.	L. Simpson	Tri
9*.	B. Weiss	Tri
10*.	R. Brown	Hus

TRAIL CLASS (87 Entries, 18 Finishers)

1*.	T. Clark	Hod
2*.	E. Birt	Kaw
3*.	C. Miller	Hod
4*.	R. Fortier	Hod
5*.	F. Kalmick	Hod
6*.	C. Sommers	M-B
7*.	R. Bechard	Hod
8*.	J. Johnson	Hod
9*.	W. Birdq	Hod
10*.	T. Brooks Jr.	Hod

*Denotes Trophy Winner

SUNNY VALLEY TT SCRAMBLES
Grants Pass, Ore. Sun., June 16, 1968

By Virginia Copeland

KIDS CLASS TROPHY DASH
Rick Ziegler Yam

A MAIN
1. Rick Ziegler Yam
2. Peter Simmonsen M-B
3. Randy Johnson Hon

B MAIN
1. Walt Williams Hon
2. Rick Bliss M-B

100 CLASS TROPHY DASH:
Dave Russell Kaw

"A" MAIN
1. Dave Russell Kaw
2. Ralph Detloff Hon
3. Gene Scheinder Hon

200 CLASS TROPHY DASH:
John Soy Bul

"A" MAIN
1. John Soy Bul
2. Dennis Krois Yam
3. Dale Hall Jr. Bul

250 CLASS TROPHY DASH:
Jerry Bergquist Hon

"A" MAIN
1. Randy Scott Yam
2. Jerry Bergquist Hon
3. Ralph Detloff Bul

"B" MAIN
1. Bob Snooks Kaw
2. Walt Richards Yam

"C" MAIN
1. Dan Ellison Hon

OPEN CLASS TROPHY DASH:
Ken Willingham BSA

"A" MAIN
1. Fritz Espy Bul
2. Rob Foley BSA
3. Randy Scott Mai

"B" MAIN
1. Skip Baldwin Tri
2. Roy Reed Hus

OAKLAND M.C. SCRAMBLES
Richmond, Cal., Sun., June 23, 1968

By Larry Stewart

OPEN EXP. & AMATEUR
1. Harry Dring BSA
2. Garry Henrikson Tri

650 NOVICE
1. Ronald Omo Tri
2. Dennis McCarty BSA
3. John Borden Tri

500 AMATEUR
1. Bill McClinton BSA
2. Darrell Courtright Hus

500 NOVICE
1. Ed Bonds Bul
2. Lee Benton BSA
3. Carl Moore Hus

350 NOVICE
1. Randy Lackey BSA
2. James Thompson Hon

250 EXPERT
1. Bruce Teixeira Bul
2. Bill Verbiscio Yam

250 AMATEUR
1. Bud Gibson Bul
2. Kelly Hudson Kaw
3. Tom Sullivan Bul

250 NOVICE
1. Dave Koss Bul
2. Richard Roberts Bul
3. Gale Gibb Bul
4. Dave Ambuehl Bul
5. Paul Hughes Yam

200 NOVICE
1. Brad Lackey Bul
2. Gene Price Bul

100 NOVICE
1. Ronnie Gonnella M-B
2. Charles Harrington Bul
3. Richard Lopez Hon

PERRIS NIGHT RACES
Perris, Cal., Sat., June 22, 1968

50cc CLASS
1. Steve Nichols —
2. Gay Lewis Yam
3. Mike Myers Hon

100cc NOVICE A
1. Paul Lambert Hod
2. Robert Sanders Yam
3. John Jones Kaw

100cc NOVICE B
1. Chet Burt Bul
2. George Luther Yam
3. John Monoham Yam

100cc NOVICE C
1. Dennis Ray Kaw
2. John Chrmello Hod
3. Danny Flake Yam

100cc AM./EXPERT
1. Bob Fravenberger Suz
2. Richard Sweaney Kaw
3. Dennis Ray Kaw

200cc CLASS
1. Sandy Armstrong Bul
2. Glen Brunson Bul
3. Gary Griffing Bul

250cc NOVICE
1. Richard Goetz Yam
2. #121 —
3. Mickey Alvola Mon

250cc NOVICE B
1. #595 —
2. #932 —
3. #111 —

250cc AM./EXPERT
1. DeWayne Jones Tri
2. Bill Cody Bul
3. Vincent Graves Bul

350cc CLASS
1. Chris Smigel Mai
2. Ron Killingsworth Bul
3. Albert Hindelang Hon

500cc NOVICE
1. Charles Fair Bul
2. C.S. Brunson Bul
3. R.E. Lynch Mai

650 & 500 AMATEUR
1. Tom LaFortune Tri
2. Ron Speeder BSA
3. Bob Walling Hus

650 NOVICE
1. Don Corbeth Tri
2. Roger Powens Tri
3. Perry Armstrong Tri

EXPERT MOTO
1. Jim Hunter BSA
2. Hunter Tri
3. Gary Jones BSA

SPORTSMAN ROAD RACE
San Angelo, Texas Sun., June 16, 1968

By John Blanton

200cc PRODUCTION
1. John Walker Hon
2. Richard Long Hon
3. Willard Kelley Yam
4. William E. Stigen Suz

OPEN PRODUCTION
1. Rusty Bradley Yam
2. Bennie Campbell Suz
3. Jet Tharp Yam
4. James Gardner Hon
5. Jimmy Foster Yam
6. Paul Frederick Hon

100cc CLASS
1. Don Gross Yam
2. Darryl Hurst Yam
3. Edward Green Yam
4. Wilson Stokes Hon
5. Jeff Cutrer Yam

200cc CLASS
1. Johnny Bryant Hon
2. George Johnson Yam
3. Bob Hammill Bri
4. John Moyer Bul
5. Willard Kelley Hon

250cc/OPEN
1. Rusty Bradley Tri
2. Norman Stovall Yam
3. Bob Nagiller Tri
4. John Rufenraht BSA

200cc FINAL
1. George Johnson Yam
2. John Moyer Bul
3. David Watkins Bul
4. Bob Hammill Bri

250cc/OPEN
1. Mike Cone Yam
2. Norman Stovall Yam
3. Jet Tharp Yam
4. Bob Nagiller Tri
5. Bennie Campbell Suz
6. John Rufenraht BSA

AMA NAT'L. POINT STANDINGS (After Heidelberg)

1.	Calvin Raybom	287
2.	Gary Nixon	262
3.	Bart Markel	237
4.	Dan Haaby	159
5.	Fred Nix	147
6.	Mert Lawwill	124
7.	Buddy Elmore	112
	Dick Mann	112
8.	Walter Fulton	108
	Ron Grant	108
9.	Eugene Romero	104
10.	Yvon du Hamel	91

CASTLE ROCK TT
Castle Rock, Wash., Sat., June 15, 1968

EXPERT TROPHY DASH:
Mark Williams Tri

AMATEUR TROPHY DASH:
Jim Jones Tri

NOVICE TROPHY DASH:
Bill Cook Kaw

EXPERT MAIN EVENT
1. Mark Williams Tri
2. Sonny Burres Tri
3. T.L. Hoglan Nor
4. Dan Holton Tri
5. Emil Ahola H-D
6. Dick Jagow Tri

AMATEUR MAIN EVENT
1. Jim Jones Tri
2. Cappy Skene Tri
3. Roger Stanley Tri
4. Bob Fievez BSA
5. Ike Reed Tri
6. Dick Cook Tri

NOVICE MAIN EVENT
1. Bill Cook Kaw
2. Jim Cayou Yam
3. Gary Tryon Bul
4. Squire Tomasie Bul
5. John Bromley H-D

CLOVERDALE T.T.
Cloverdale, B.C., Sun., June 23, 1968

By Vic Ebbutt

TROPHY DASH

NOVICE
1. Jerry Robertson Bul
2. David Yost H-D
3. Bill Noble Hon

AMATEUR
1. Cappy Skene Tri
2. Jim Jones Tri
3. Ike Reed Tri

EXPERT
1. Sonny Burres Tri
2. Emil Ahola H-D
3. Dan Holton Tri

NOVICE MAIN
1. Jim Cayou Yam
2. Jerry Robertson Bul
3. Bill Noble Hon
4. Lee Thurman Hon

AMATEUR MAIN
1. Ike Reed Tri
2. Jim Jones Tri
3. Hal Welsh Tri
4. Roger Stanley Tri

EXPERT MAIN
1. Sonny Burres Tri
2. Dave Grout Tri
3. Dan Holton Tri
4. Emil Ahola H-D

ORANGE COUNTY SPEEDWAY
El Toro, Cal., Fri., June 28, 1968

By Al Mark

100cc TROPHY DASH
1. Doy Davis Hod

250cc TROPHY DASH
1. Mike Lane Bul

100cc MAIN EVENT
1. Doy Davis Hod
2. Mike Layne Hod
3. Chuck Saxton Hon
4. Rick Blake Bri
5. Mark Kruse Bul

250cc MAIN EVENT
1. Randy Ellis Hon
2. Earl Barker Kaw
3. Stan Rogers Bul
4. Eddie McGregor Bul
5. Chuck Saxton Hon
6. Russ Robinson Suz

MESA SPEEDWAY TT SCRAMBLES
Chula Vista, Cal., Sun., June 23, 1968

By Bill Harmer

POWDER PUFF
1. Debbie Reon Hod
2. Shirley Newsom Hod
3. Chris Fujikawa Bri

100cc NOVICE
1. Earl Roloff Jr. Yam
2. Eric Crippa Yam
3. Doug Maloney Hod

100cc EXPERT
1. Doy Davis Hod
2. Mickey Chiara Hod
3. Harry Hayes Suz

250cc NOVICE
1. J. Sweeney Bul
2. J. Grace Kaw
3. J.G. Di Domenico Bul

250cc EXPERT
1. Don Emde Suz
2. Ray Vanderpool Yam
3. Earl Barker Kaw

OPEN NOVICE
1. E. Boyle Tri
2. P. Antista Tri
3. M. Smith Tri

OPEN EXPERT
1. Myron Carter Tri
2. Wayne Hosaka BSA
3. John Fishburn Ari

PERRIS SCRAMBLES
Perris, Cal., Sat., June 29, 1968

50cc
1. Steve Herrera Hon
2. Andy Weiss Yam
3. Bob Willits —

100cc NOVICE
1. Dennis Ray Kaw
2. Richard Sanders Bul
3. Robert Sanders Yam

100cc NOVICE "B"
1. Kirk Reddin Bri
2. Bob Clayborn Yam
3. Ron Lambert Yam

100cc NOVICE "C"
1. Larry Lund Bri
2. Danny Slake Yam
3. Greg McArthur Hod

100cc AM./EXPERT
1. Richard Sweaney Kaw
2. Jeff Willis Bul
3. Bob Frauenberger Suz

200cc
1. C. Glen Brunson Bul
2. Ron Grissing Bul
3. Gary Grissing Bul

250cc NOVICE
1. Dennis Stubblefield Bul
2. Richard Goetz Yam
3. Irwin Moon Bul

250cc NOVICE "B"
1. Ken Clark Mai
2. Cliff Bristen Bul
3. Gary Pettis Spr

500cc NOVICE
1. Ron Killingston Bul
2. Michael Cox Tri
3. Roy Griffing Bul

500cc NOVICE "B"
1. C. Glen Brunson Bul
2. R.E. Lynch Mai
3. Gary Kahler Bul

OPEN NOVICE
1. Ron McDaniels —
2. Don Corbett Tri
3. Dave Brant BSA

EXPERT MOTO
1. Jim Hunter BSA
2. Mike Posey BSA
3. Darwin Ballard Tri

ANTELOPE RAMBLERS MOTO-CROSS
Saddleback Park, Cal., Sun., June 30, 1968

By Maureen Lee

100cc NOVICE
1. Don Greve Hod
2. Bruce Nosbusch Hod
3. Dan Hockie Hod
4. Bill Gomen Bul
5. Bruce Baron Hon
6. Mickey Burton Sac

100cc AM./EXPERT
1. Hayward Mendenhall Hod
2. Howard Henderson Hod
3. E.C. Birt V-T
4. Chuck Clydon Kaw
5. Earl Roesler Zun
6. David Aldana Suz

250cc NOVICE
1. Barry Bloomfield Hus
2. Ken Greene Kaw
3. Ray Banfield Yam
4. Tom Grant Hus
5. Ed Prorek Hus

200cc NOVICE
1. Fred Sorteros Bul

250cc AMATEUR
1. Bob Maynard Hus
2. Larry Weise Hus
3. Dick Allen Yam
4. Willie Hockie Oss
5. Jim Corning Hus

250cc EXPERT
1. Max Switzer Gre
2. George Walker Kaw
3. Jim Peterson Kaw
4. Dallas Baker Oss
5. Jim Thomas Gre

OPEN NOVICE
1. Ed Walker Tri
2. Curt Horst Tri
3. Bob Campbell Tri
4. Dale Eckhardt Mat
5. Warren Burrell Bul

OPEN EXPERT
1. Chuck Minert BSA
2. Lou Peterson Mai
3. Eddie Mulder Mon
4. John Kenton Hus
5. John Maynard Bul

LTWT. SWEEPSTAKE
Danny Hockie Hod

HVYWT. SWEEPSTAKE
Lon Peterson Mai

TROJAN RACEWAY TT
So. Gate, Cal., June 27, 1968

By Mike Capalite

100cc SENIOR CLASS
1. Jimmy Raymond Suz

100cc JUNIOR CLASS
1. Sonny Nutter Hod
2. Bryan Spinks Yam
3. Troy McKee Hod
4. Larry Heinselman Hod
5. Steve Hyder Hod
6. Frank Morgan Hod
7. Kenny Payne Hod
8. Larry Bishop Hon
9. Mike Rendick Bul
10. Joe Ambrose Suz

250cc SENIOR CLASS
1. Jerry Formby Yam

250cc JUNIOR CLASS
1. Eddie Walker Tri
2. Richard Weiss Bul
3. R.W. Ring Hus
4. Paul Kastriades Gre
5. Loyal Penn Bul
6. Tom Pollard Bul
7. Steven Donaher Kaw
8. Myrle Hamm H-D
9. Jim O'Neal Bul
10. Charles Gann Bul

SOUTH COUNTY M.C. SCRAMBLES
Hollister, Cal., Sun., June 23, 1968

By Dale W. Ivan

100cc NOVICE
1. Fred Guzzi Hod
2. Fred Bennett Hod
3. Ivan Scigemasa Hod
4. David Payton Hod

200cc NOVICE
1. Don Cowles Bul
2. Jay Boyd Mon
3. George Woods Bul

200cc AMATEUR
1. Bill Williams Mon
2. John Brown Hod
3. Larry Darr Bul

250cc NOVICE
1. Don Ivan Bul
2. Charles Ivie Bul
3. Don Silva Bul
4. Bill Alvein Mon
5. N. Odendahl Yam

250cc AMATEUR
1. Dave Bellina Yam
2. Scott Diffenbaugh Suz
3. Randy Love Bul

250cc EXPERT
1. Paul Johnson Suz
2. John Card Bul
3. Allen Kenyon Bul

350cc NOVICE
1. Kim Bakke Hon
2. John Anderson Hon
3. Gary Dilland Hon

350cc AMATEUR
1. Don Murray Hon

500cc NOVICE
1. Bill Landsborough BSA
2. Rich Jacobs Tri
3. Dave Newman BSA
4. Howard Rist Tri

500cc AMATEUR
1. Gary Smart Tri
2. Don Chisholm Gre
3. Rich Steianki Bul

650cc NOVICE
1. Ben Mosier H-D
2. Don Silva BSA
3. Mark Smith BSA

650cc AMATEUR
1. Dale Grey BSA
2. Louie Garcia Tri

650cc EXPERT
1. Paul Johnson Bul
2. Tiffin Mullenax Tri
3. Bob Grossi Mon

ORANGE COUNTY SPEEDWAY
El Toro, Cal., Fri., June 21, 1968

By Al Mark

100cc TROPHY DASH
1. Norman Benham Hod

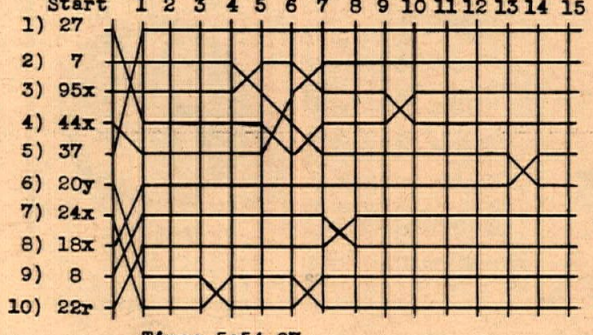
250cc TROPHY DASH
1. Stan Rogers Bul

100cc MAIN EVENT
1. Randy Layne Gil
2. Chuck Saxton Hon
3. Eddie McGregor Suz
4. Norman Benham Hod
5. Charlie Henderson Yam

250cc MAIN EVENT
1. Stan Rogers Bul
2. Randy Ellis Bul
3. Chuck Saxton Hon
4. Eddie McGregor Bul
5. Joe Wisdom Bul
6. Randy Layne Hon

500cc CLASS
1. Rick Woods BSA
2. Si Porter Tri

15-LAP EXPERT ASCOT MAIN EVENT

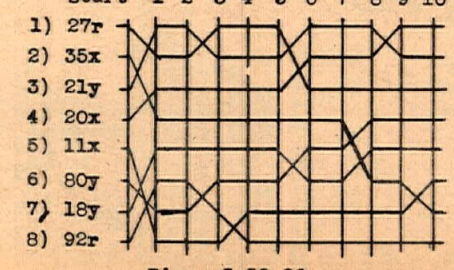


Time: 5:54.87

LAP CHARTS by Carol Sims

Finish
1) 37 Mel Lacher (H-D)
2) 44x DeWayne Keeter (BSA)
3) 27 Chuck Jones (BSA)
4) 95x Clyde Litch (Tri)
5) 18x Phil Todd (BSA)
6) 7 Sammy Tanner (BSA)
7) 22r Bruce Holland (Tri)
8) 8 Shorty Seabourne (BSA)
9) 20y Lloyd Houchins (BSA)
10) 24x Alex Yerkes (BSA)

10-LAP ASCOT AMATEUR MAIN



Time: 3:58.96

Finish
1) 20x Tom Rockwood (Tri)
2) 21y Don Harms (H-D)
3) 27r Geezer Emick (BSA)
4) 80y Jim Rice (BSA)
5) 18y Rick Elisarraras (BSA)
6) 11x Dave Smith (Tri)
7) 35x Alex Chinowski (BSA)
8) 92r Reg Chosney (BSA)

RESULTS

Whiteman Stadium

CLASS "A" SHORT TRACK

Sat., June 29, 1968

By Maureen Lee

C MAIN

1. Jack O'Brien	JAP
2. Rick Woods	JAP
3. Lee Stumpenhaus	JAP
4. John Nielson	JAP

B MAIN

1. Stu Morley	JAP
2. Phil Cancilla	JAP
3. Bruce Haserot	Eso
4. Mike Konle	JAP

A MAIN

1. Eddie Mulder	Eso
2. Steve Scott	JAP
3. Chuck Jones	JAP

TROPHY DASH:

Eddie Mulder	JAP

LIONS DRAG RESULTS June 30

TOP STOCK:		
Richardson	H-D	13.17– 99.22
TOP MODIFIED:		
Lynn (Suzuki City)	Suz	13.52– 98.46
TOP GAS:		
Braverman	Yam	11.07–126.00
STOCK:		
AA – La Rue	H-D	17.56– 74.93
A – Richardson	H-D	13.17– 99.22
B – Magness	BSA	14.54– 89.55
C – Sommers	Suz	13.34– 98.90
D – Bishop & Hirst	Hon	16.57– 74.25
F – Schumacher	Hon	20.23– 61.00
MOD:		
AA – Speedy High	H-D	13.70– 93.84
D – Middleton	Yam	14.57– 89.92
E – Lynn (Suzuki City)	Suz	13.52– 98.46
GAS:		
A – Bailey	H-D	11.96–111.24
B – Braverman	Yam	11.07–126.00
D – Aylett	Hon	15.72– 81.96
E – Rowles	Suz	12.14–107.78
F – Zeman	Suz	16.83– 70.01

ASCOT PARK HALF-MILE June 28

By Carol Sims

15-LAP EXP. MAIN EVENT

1. Mel Lacher	H-D
2. DeWayne Keeter	BSA
3. Chuck Jones	BSA
4. Clyde Litch	Tri
5. Phil Todd	BSA
6. Sammy Tanner	BSA
7. Bruce Holland	Tri
8. Shorty Seabourne	BSA
9. Lloyd Houchins	BSA
10. Alex Yerkes	BSA

Time: 5:54.87

10-LAP AM. MAIN EVENT

1. Tom Rockwood	Tri
2. Don Harms	H-D
3. Geezer Emick	BSA
4. Jim Rice	BSA
5. Rick Elisarraras	BSA
6. Dave Smith	Tri
7. Alex Chinowski	BSA
8. Reg Chosney	BSA

Time: 3:58.96

8-LAP NOV. MAIN EVENT

1. Randy Smith	Suz
2. Keith Mashburn	Yam
3. Dave Stroman	H-D
4. Dave Aldana	BSA
5. Dave Hansen	Kaw
6. Don Dudek	Yam
7. Tom Sherman	H-D
8. Rick Newby	Yam
9. Rudy Galindo	Yam
10. Don Castro	Kaw*

Time: 3:17.27 *Did Not Finish

3-LAP EXPERT TROPHY DASH

1. DeWayne Keeter	BSA
2. Mel Lacher	H-D
3. Clyde Litch	Tri
4. Chuck Jones	BSA

Time: 1:11.91

AMA MINIATURE ROAD RACE NAT'L. CHAMPIONSHIP

Heidelberg, Pa. June 23

1. Walter Fulton	H-D
2. Gary Nixon	Tri
3. Calvin Rayborn	H-D
4. Bart Markel	H-D
5. Dan Haaby	H-D
6. Fred Nix	H-D
7. Buddy Elmore	Tri
8. Dusty Coppage	Tri
9. Roger Reiman	H-D
10. Mert Lawwill	H-D
11. Gene Romero	H-D
12. Charles Palmgren	Tri

Time: 20:30.00 (30 Laps)

20-LAP AMATERUR ROAD RACE

1. Gordon Razee	Tri
2. Mike Sponseller	Tri
3. George Russell	Tri

Time: 14:19.00 (20 Laps)

TROJAN SHORT TRACK June 26

100cc JUNIOR

1. Dan Hazel	Yam
2. Ron Typer	M-B
3. Joe Ambrose	Suz

100cc SENIOR

1. Paul Wilde	Yam
2. Jimmy Raymond	Suz
3. Chuck Saxton	Hon

250cc JUNIOR

1. John Sprague	Bul
2. Mike Mumford	Bul
3. Don Finley	Yam

250cc SENIOR

1. Chuck Saxton	Hon

DRAG RACING

By Bob Ebeling

Bob Braverman's twin engine Yamaha secured its third successive win as top bike at Irwindale Raceway, June 29. Next week he will have to prove that the old cliche of "third time's a charm," is a bunch of hullabaloo, as his consistent ten-second runs defeated three contenders in Saturday's action.

Bruce Shively's Hawaiian Harley, Bob Ebeling's Sta-Lube Triumph and Bob Sirkegian's "Super Bike" filled the action field for top eliminator and round one matched the Hawaiian and Sta-Lube adversaries.

It looked like an easy Triumph victory as Ebeling took the lead from the flash of a green light, but at the eighth-mile mark the Triumph's lower end separated and the clutch was hastily drawn in. Shively's Harley Sportster never stopped accelerating until he reached the finish lights that gave him the honors of winning the first half of round one.

Bob Braverman zapped Sirkegian most all of the quarter-mile distance and beamed with a cautious smile of confidence as he prepared for round two and the final race for top bike.

Shively and Braverman staged their respective machines well into the lights to be sure of avoiding the ever-threatening "red eye." The color was never seen as both Harley and Yamaha were out of the gate on a solid green light. Shively's reaction time was almost identical to Braverman's but the Yamaha accelerated harder and gained about one foot in every ten to secure a victory at the quarter-mile's end by better than 50 yards and with an elapsed time of 10.74 seconds.

Secret Affair

Dick Strickland and Joy Houston have something special going on that excites everyone at Irwindale Raceway. Now don't you readers get excited yet! It's grudge racing between Strickland's 650cc BSA and Houston's 750cc Triumph. Each week these two combinations are determined that a machine has improved from work by the lamplight to turn a better E.T. This week I saw Joy and Dick match for a race with the BSA losing out to a red light! In the actual trophy race Joy's Triumph won by a strict case of getting to the quarter's end before Strickland. In only a matter of minutes those two were at it again but Strickland secured his first victory over the Triumph. Last week Strickland won the trophy, this time it was Joy's. Next week will probably be another match series, but the real question is who will win and if it's over will the secret affair of match racing keep going?

New

Tony Nicosia, Jack Murphy and Gary Korman have pooled their talents and abilities to put together a new twin-engine machine powered by Suzukis. Absolutely excellent workmanship, but something was in error as the new twin-engine bike was turning elapsed times only equal to one of its units in a single-engine state. Soon the double's problems may be solved and Bob Braverman's twin will be threatened as top eliminator.

Lions

More than forty bikes moved into the Lions Drag Strip competition area and initiated the new cycle pit director on Sunday morning, June 30.

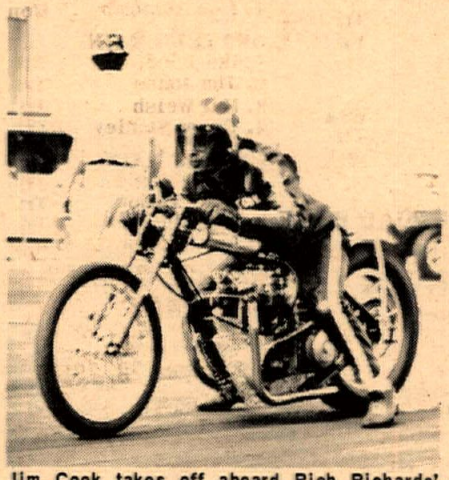
Dan Seman fooled them all by doing a remarkable job and only showing fatigue bruises at the day's end.

In the competition end of drag racing, Harley-Davidson secured top stock, Suzuki showed its best in securing top modified and Yamaha proved to be the best all-out gas dragster.

In the stock division a gentleman by the name of Richardson rode his Harley Sportster through a field of five equal displacement contenders and secured a class trophy. As if not satisfied, he then contested machines from full dress big brothers to 100cc Honda's. The only real threat was Sommers, who is sponsored along with Dan Seman by Three Star Sports Cycle (both mounted on Suzukis). Sommers' mount is a pure stock 500cc Suzuki that is traveling a rather undefeated trail in its appropriate class.

Sommers' best elapsed time of 13.34 seconds wasn't enough to get by Richardson and his Harley-Davidson, for in the final round or racing for top stock street, he turned an E.T. and speed of 13.17 – 99.22.

Two-stroke gets off the line ahead of a 650cc four-stroke at Irwindale.



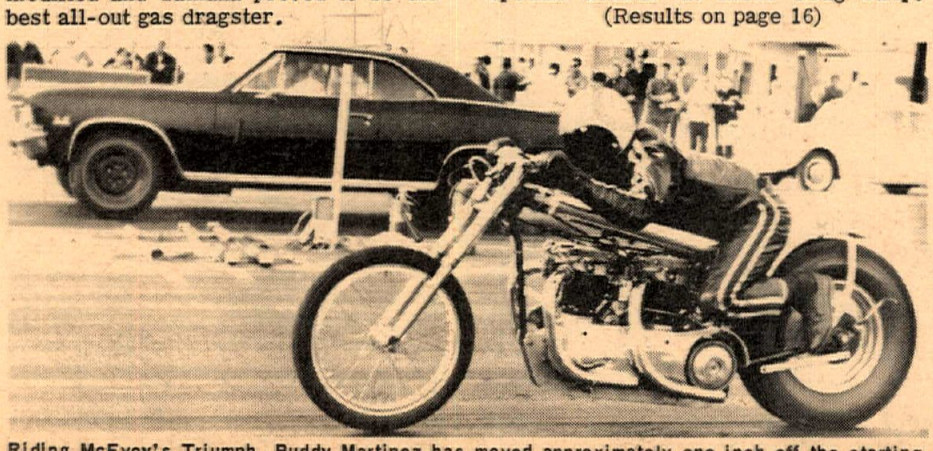
Jim Cook takes off aboard Rich Richards' 45-inch Triumph.

In the modidifed division, Lynn and his 250cc Suzuki sponsored by Suzuki City of Inglewood, laid down a straight line through the quarter-mile traps in 13.52 seconds at 98.46 miles per hour. Those figures were good enough to get by all the best such as Speedy High and his class winning Harley-Davidson that turned 13.70 – 93.84 and Middleton, who won the D modified class with a best run of 14.57 – 89.92.

A good-sized field of gassers showed, but none could get by Braverman's twin-engine Yamaha in the race for top gas. Braverman first dispatched four B class dragsters and then promptly dispatched all gas trophy winners. His closest contender was Clarence Bailey's big Harley that turned 11.96 – 111.24 in an attempt to keep pace with Braverman's best of 11.07 – 127.00.

Next week two motorcycle clubs composed of Honda owners, one from the L.A. area and its opponent from San Francisco, will do special racing for special awards at Lions Drag Strip.

(Results on page 16)



Riding McEvoy's Triumph, Buddy Martinez has moved approximately one inch off the starting line and look at the rear tire smoke.

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STATUS OF MOTORCYCLING IN ARIZONA

Story and Photos by Ernie Flores, Jr.

Motorcycling is getting more popular in Arizona. Figures from the State Highway Department reveal that registration for the two-wheeled vehicle had jumped from 17,349 in 1966 to 20,464 in 1967 or an increase of 2,930 in one year. This means that one out of 130 Arizonans (population – 1,575,000) now rides a motorcycle.

Of course, this number is still peanuts compared to California with a 314,000 registered motorcycles in 1966 and a ratio of one motorcycle rider for every 55 persons. Nevertheless, the Arizona figures reveal a trend that will keep on through the years.

Triple Usage

Arizonans use motorcycles for at least three purposes: for transportation, for fun, and for making a living. Of these, the largest are those who use it to go around. About 40 percent of the students at Arizona State University in Tempe, for instance, ride motorcycles. This includes an increasing number of girls who have learned to ride the two-wheeled vehicle and who can be seen scooting around the campus, mini-skirts and all. Because of the large number of motorcycles in the school, the authorities have been forced to provide special parking areas for them.

For reasons of economy more and more employees and workers too are using motorcycles to commute between their homes and their jobs.

The average worker in Phoenix lives some ten miles away in the suburbs. With a car, his bill would be no less than $5.00 a week for gasoline to and from his work alone. On the other hand, if he rides a 90cc motorcycle with a range of 100 miles per gallon, he would be spending about 63 cents a week only.

On maintenance he spends practically nothing. Motorcycle engines and parts are so simple that they rarely have malfunctions that could not be straightened out by the owner himself. And even if it is necessary to visit the repair shop, a complete tuneup costs about $6.00 at the most.

The practicality of the two-wheeled vehicle for commuting between home and office has been demonstrated by Arizonans for years. One Phoenix employee, for instance, has been riding one for the last 20 years. His views may be debatable, but he insists a motorcycle is not only more economical but actually safer than a car if handled properly. For proof? He never had a serious accident throughout his motorcycling life.

More and more government offices and corporations, too, are using two-wheeled vehicles for various purposes. Inspection and maintenance men of the Arizona Public Highway Department have been going around for years on orange-painted scooters. They are so many in number that a motorist is likely to meet two or three of them on a street in a day.

It's Fun, Too!

Those who ride for fun also constitute a major portion of the motorcycling public in Arizona. This group is largely composed of hunters, campers, and trail-riders who love to explore the deserts and wilderness with their machines. They also love to organize themselves into associations and put up races, road runs and other events.

Intrepid trail rider wends his way down a steep hill during recent race for trail machines held in Arizona. The sport has made giant strides and now one out of every 130 Arizonans rides a motorcycles.

Incidentally, although the objective of this group is only to have fun, it is actually split into two factions: the spoke-wheel riders and the scooter riders. For sometime the spoke-wheel riders have dominated the scene. Lately, however, there has been an unprecedented increase in the number of scooter riders, particularly the trail-riding variety. The Bearcat Manufacturing Company of Phoenix, for instance, which makes the "Twister" trail scooter, has sold some 3,000 units to Arizona riders since its establishment 6 years ago.

And speaking about motorcycle sales, there are now 33 full-time dealers and about 18 repair shops in Phoenix and suburbs alone. There are scores more in the other cities of the state.

The professional side of motorcycling in the state is provided by the racers. There are three principal motorcycle race tracks in Phoenix and suburbs. They are Manzanita Park Speedway which features motorcycle racing every week, Beeline Dragway, and Phoenix International Raceway. There are a number of race tracks in Tucson, Yuma, and other parts of the state.

Here Comes The Law

With the increasing number of motorcyclists in Arizona, state authorities are showing greater concern for two-wheeled legislation. This is evidenced by the recent passage of State Senate Bill No. 11 to take effect on January 9, 1969 which provides for the licensing of motorcycles, their renting or leasing, and the mandatory use of certain equipment by motorcyclists.

The law provides that no person shall rent or lease a motorcycle or motor-driven cycle to any person unless the operator is equipped with protective head and face gear. The person renting the motorcycle must also be duly licensed, a fact that must be verified by the lessor by comparing the written signature of the person renting the vehicle with that on the license.

The law also provides that the operator and passenger of a motorcycle or motor-driven cycle shall at all times, while operating or riding on such a vehicle, wear a protective helmet on his head in an appropriate manner safely secured.

They must also wear protective glasses, goggles, or a transparent face shield of a type approved by the commission unless the motorcycle is equipped with a windshield. In addition, the motorcycle must be equipped with a rear-view mirror and should not have handlebars rising more than 15 inches above the level of the rider's seat or saddle.

Official gives countdown to pretty contestant in Phoenix trail riding race.

SALINAS RAMBLERS TOP AMA CLUB

Photo by Allred

Salinas Ramblers M.C. representative Larry Ketzel (left) receives "Top Club of the Year" award from AMA President Bill Bagnall.

Annually, the AMA selects one outstanding group from its 1500 chartered clubs to receive the "Top Club of the Year" award.

This year, the Salinas Ramblers M.C. of Salinas, Calif. were recipients of the coveted prize...and well deserved it was, too. The Ramblers, 20-year AMA members, are particularly active in community service and benefit competition events.

Their close cooperation with the Salinas Elks Lodge has resulted in much favorable civic recognition of their efforts, just one of which is a yearly scrambles with all proceeds going to benefit cerebral palsied children. In 1967, a check for $12,000 was turned over to the fund.

Congratulations to the Salinas Ramblers and their President, Bob Day, for all the fine work.

Sage-Hoppers Benefit Moto-Cross

The Sage-Hoppers M.C. of Encinitas, Calif., whose members stress the motto, "It's better to build boys than mend men," have taken on a most ambitious project in their youth activities work.

The club, after a diligent search, found the Pop Warner Football League to be in dire financial need. The Sage-Hoppers will assist this worthy youth group by presenting an AMA-sanctioned, National and sportsman points-paying moto-cross race, Sunday, August 4 in Encinitas, Calif. One-hundred percent of the proceeds are to be given to the chosen charity.

A new course, limed from Fwy. #5 and Encinitas Blvd., is being prepared, and trophies will be presented by beauty queens. Practice begins at 9 a.m., first moto at 10 a.m. For more info contact Bob Gooding at (714) 753-2907.

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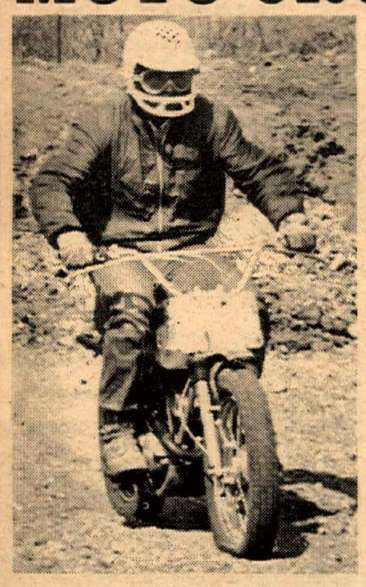

Antelope Ramblers Moto-Cross
Saddleback – June 30, 1968
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3rd DAN HOCKIE – Hodaka

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ANTELOPE RAMBLERS SECOND SADDLEBACK MOTO-CROSS

Story by Maureen Lee
Photos by Chuck LaGreca & Maureen Lee

IRVINE, Calif., June 30 – We had hoped that the first moto-cross the Antelope Ramblers threw so well wasn't because of "beginners' luck." It wasn't. The one last Sunday ran off just as smoothly, in spite of an even larger turnout of riders and spectators, with trophies given away at the end of the day.

The course has been changed somewhat since its conception; dust is still a problem but a water truck kept busy spraying parts of it Sunday which helped somewhat. Best part of all is right after the scoring tower. Before, you flew up the hill and just kept on going. Sunday, riders discovered there is a neat little cliff to drop off. Nothing at all if you can ride and have your smarts about you but it was sure fun watching the expressions on the riders' faces first time over in practice! They were also greeted by a neat little sign following the landing area reading "What was that?" One chap looked so dumfounded after he survived a rather rough landing that he DID turn around to see "What was that." We like this addition to the course; the rougher the better. This is moto-cross, not a TT scrambles, and only by giving the Novice rider a bit of a struggle are you going to develop his talent. At the risk of having our neck wrung by a few people we still want to see some kind of a water hazard. Doesn't have to be a lake to swim through, but something that's wet.

Hodakas again walked off with the wins in the 100 classes. Don Greve, Bruce Nosbusch and Danny Hockie settled down to three motos of hard work and different place positions each time to finish in that order with Danny going on to take the lightweight sweepstakes win by doing in everyone including the Experts. David Aldana (Suzuki) riding coolly and calmly, feet up on the pegs and looking great, took the first 100 Amateur-Expert moto and was leading the second when his clutch gave up and Dave was out for the rest of the day. E.C. Birt on a beautiful little Van Tech Hodaka, Earl Roeseler on a neat little Zundapp, Chuck Claydon on a Kawasaki all had a chance for that first but it was scrambles rider Hayward Mendenhall (Hodaka) who took the win in this small entry but hard-fought class.

Curt Horst (Tri) comes down hard after the jump on his way to second place Open Nov.

Montesa team rider Eddie Mulder comes blasting uphill as interested spectators look on.

Tremendous Two-Fifty Turnout

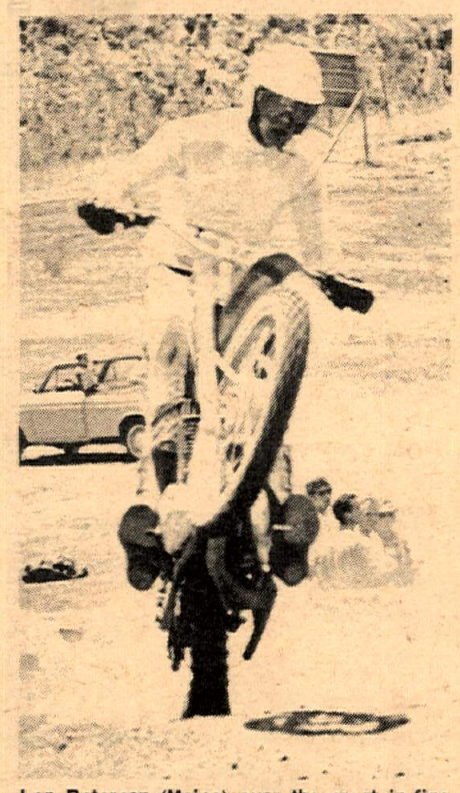
The 250 Novices had a huge turn-out. Two full lines of them got away like The Charge of the Light Brigade. What happened up on the hill in the first turn was what happened to the British at Balaclava! Over half of them bit the dust the first time through but despite this pile-up everyone of them got going again. With so many riders it soon became evident that whoever could come off the line well and pick a path through the slower riders was in business. Ray Banfield (Yamaha) didn't do so well off the line and every time was back in the pack, but lap by lap you'd see that lilac jumper of his moving through the groups of riders and pretty soon he was up there, taking home third place trophy for his efforts. Husky-mounted Barry Bloomfield won overall with Ken Greene on a Power Research Kawasaki in second. We have to give a plug for the riding style of fourth place man, Tom Grant (Husky). He looked great, but it seems to us that most Husky riders do look great.

As usual the 250 Amateurs and the Experts ran together and it's always interesting to see that there isn't that much of a difference between the Amateurs and the Experts. Desert ace Max Switzer on a Greeves won overall and first Expert with George Walker (Kawasaki and Power Research again) the second Expert. Bob Maynard (Husky) was first Amateur and Larry Weise (Husky) second. Dick Allen (Yamaha) was third Amateur even after missing the first moto and Willie Hockie (Ossa) fourth.

Chuck Minert (BSA) just, I think I can, I think I can, and he did, in winning the Expert Class.

Walker Wins Open Novice

Ed Walker (Triumph) out of Shell Motors, and a guy who goes like mad at South Gate on a Cub, walked away with the Open Novice honors after a series of rather bumpy landings in practice off that drop-off! Two more Triumphs finished second and third ridden by Curt Horst and Bob Campbell wearing the Shamrock colors. We have a feeling that the Shamrocks were the team winners Sunday although there were an awful lot of Red Dots scooting around, but only a few Stumpjumpers, Lost Coyotes and Checkers.



Lon Peterson (Maico) over the crest in fine form on the way to Heavyweight Sweepstakes win.

The "big boys" were led home by Chuck Minert (BSA), and as usual it was terrific racing. In the same class were Eddie Mulder (Montesa), Lon Peterson (Maico) and John Kenton (Husky), et al. John Maynard (Bultaco) who always goes so well came unglued right under the tower when he tangled with the side of a bush and a hay bale and it shook him up enough so that he was out of contention for the other two rounds. Mulder showed some tremendous bursts of speed in spite of having throttle troubles the first round, but was taking a good look around for July 4 when he hopes to tangle with the Europeans. The machine that impressed us the most was Peterson's Maico. In the second moto he blew 'em all in the weeds and even Minert said "He started pulling away from me and I just couldn't catch him." We don't think it will be long before Maico is really on the scene. They flat move out!

Last race of the day was the heavyweight sweep. The 250's were moved up to this class and given a head start. Bloomfield (Husky) blazed away, holding the lead, but Peterson appeared on the scene and started applying the pressure. Bloomfield dropped it just before the first of the jumps and somehow Peterson managed to miss him and the Husky, sailing on to the win. As both riders pulled off the course, Lonnie weary but looking happy, up came the Husky rider to shake his hand and compliment the youngster on his riding. We like to see sportsmanship like this and sometimes it seems like too many people take sporting riding too seriously!.

So, by four-thirty all was over except for trophy presentations and bench racing. It was a good day.

(Results on page 16)

100cc Novice rider caught in mid-air as he leads fellow riders over the jump.

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ELDORADO SHORT TRACK

Story by Bobbie Kelly
Photo by Lew Kelly

Terry Sage, one of Dist. 36's top 20 Experts, is an Eldorado Raceway regular on his Bultaco.

The Sacramento Trackers Motorcycle Club were in charge of the June 14 races at Eldorado Raceway and between the heat of the day and riders going around the oval looking so hot in their leathers it made a person want to run behind the water truck like a kid would run through the sprinkler in the backyard.

Due to the fact that there were only two 100 Amateurs in the sign-up, they combined the 100cc and the 200cc Amateur class. In the first heat we found Debbie Jackline of Fair Oaks keeping her usual lead and not only taking the win in her heat, she also ended up with a Trophy when it came to the Main Event.

In the finals we also found a real race going on for the 200cc Amateur between Mike Ellis and Jim Rodaer for first place. For a while it looked like the 10-yard handicap Mike had might hold him back to second place but he really showed his super riding ability and in the end passed Jim to take first place once again, with Rodaer second.

In the first heat of the 100cc Novice class it was Pat Rooney all the way. Once Pat took the lead he wasn't about to give it up in the finals. Pat rode his Bridgestone hard but Barry Webb of San Jose (Kawasaki) and Johnny Grant (Moto Beta) just had it over Pat and they took the 1-2 places, giving Pat third. Oh! Oh! Nearly forgot, and I must not do that! Sparky Pinola placed third in his heat going on to the Main, but he had to take a back seat to Webb and Grant.

Vickers Victorious

Sacramento's Milan Vickers (Kawasaki) had it all the way tonight. Not only did he place first in his heat but followed right on through to win the Main Event. Steve Norberg, who placed first in the semi, took second place honors in the Main. Dale McKinnon and his Honda placed third in the semi but when it came to the final, Vickers and the others outrode him. Sorry, Dale, but still when you take into consideration that there were 13 riders entered in the 200 Novice class that is still coming out pretty good.

Bultaco-mounted Gale Gibbs of Vallejo didn't let the 10-yard handicap make any difference to him or did Cal Simpson Jr., also Bultaco, of Vallejo let his 5-yard handicap hurt him any when it came to showing their ability to get out there in front of the pack and stay there. In fact in the 250 Novice Main Event went all the way with the Bultacos as Mike and Bill Whitesides of Santa Rosa took third and fourth places.

In the 250 Amateur class it seemed like Dick Lewis had made up his mind that he was going to go all the way. Dick took a win in the heat, then went on to take first place in the final. Joe Henry (Kawasaki) who grabbed second place in the Main Event, not only seemed to have it on the track tonight but he and his brother Terry, a 100cc Novice, also have one of the biggest cheering sections around. These boys really have something going for themselves. Joe's job wasn't any too easy either, as he had a 5-yard handicap going into the Main Event.

Phil Hinkle came back in the 250cc Expert Main Event to show that a 15-yard handicap wasn't going to discourage him though it looked for a while like Ray Beck was going to upset Phil's winning trend. In the last couple of laps, however, Phil pulled out in the lead and kept his Suzuki there to take the win. This is the type of riding that makes Phil the Expert that he is in the 250cc class. And then too, Terry Sage, his fellow Stocktonian, wasn't on hand to keep him from bettering his record.

(Results last week)

MESSIN' AROUND AT MESA SPEEDWAY

Story and Photos by Bill Harmer

The typical morning coastal overcast cleared into a beautiful sunlit day in time for the June 23 practice runs at Mesa Speedway, located high atop Otay Mesa, southeast of Chula Vista, Calif. The sprinkler had laid a little too much water in some spots and there was a layer of slippery goo beneath the dry crust but the spots were located in the practice laps and the sun baked them out before the second series of motos started.

At the start of the first 100cc Expert moto, it was noticed that current Number 1 plate holder, Jim McGuire, was not in the lineup. Upon inquiry, it was disclosed that the popular Hodaka jockey was badly burned in an industrial accident and is in serious condition in the hospital. His many fans and friends wish him a speedy recovery but in the meantime they're trying to take advantage of his absence by building up a few points. Doy Davis, slight of stature but "savvy" in the saddle, took full advantage of his weight advantage and jockeyed his featherweight Hodaka custom to impressive wins, capturing top points in the 100cc motos. Mickey Chiara (Hodaka), who has been threatening of late, beat out Harry Hayes and his Suzuki in a close battle for second position.

Roloff Rolls It On

An 11-year-old speed merchant, Earl Roloff Jr., handily won his heat race to qualify for the 100cc Novice Main Event where in spite of the near impossibility for him to touch the ground from the saddle of his little Yamaha, he got off the line in front and never relinquished the lead, finishing 75 yards out in front of the rest of the pack.

Incidentally, one of the most closely contested races of the program was for second place in this event. Doug Maloney, who had gone tail over teakettle in his heat race, made the Main Event by virtue of a win in semi and entered his hot Hodaka into a hub-to-hub conflict with Eric Crippa, who was again riding Dick Sim's Van Tech Yamaha. The result was in doubt until the final flag as both men slammed their mounts across the finish so close that you could cover them both with one small handkerchief. Maloney was finally declared the winner.

Exciting Open Experts

Fans were anticipating a slam-bang affair in the Open Expert series and they were not disappointed. Myron Carter, present holder of the Number 1 badge was smarting from a defeat at Dehesa two weeks ago and had brought his Ascot-rigged Triumph, which is better geared for the Mesa 5/8-mile track, and Wayne Hosaka, riding Mike Garrett's BSA Gold Star and giving away 200cc's felt confident. Al Finan riding Earl Roloff's custom Triumph was looking towards a repeat of his clean sweep of two weeks ago. John Fishburn was back after several weeks absence reminding all that he had won his last effort on a San Diego area track. Jim Harmon was mounted on Earl Roloff's big Norton twin, still looking for his first win in the big bike class.

The first moto found three of the top contenders out with mechanical failure – namely Hosaka, Harmon and Finan. As Finan was pushing his wheel back to the pits with a glum look on his face, he noticed that his "kill switch" was shorted out so he corrected it and got back on the track but all he could do was finish the race to keep in contention. The second moto saw Carter get off to an early lead with Finan and Hosaka in hot pursuit. On the third lap, Finan showed masterful riding by sneaking by Carter only to lose his advantage by missing a shift at the start of the switchback, allowing both Carter and Hosaka to pass him. For the rest of the moto Carter and Hosaka put on a hub to hub exhibition with Hosaka displaying some of the most spectacular, crowd-pleasing riding seen here in a long time. 650cc power proved better than 441cc, as Carter took the checker first.

Suzuki ace Don Emde here leads Yamaha mounted Ray Vanderpool. Don snatched first place 250cc Expert win with Ray taking second place brass.

In the final moto Finan got off to a bad start from which he never recovered but Hosaka skillfully threaded through the pack to once more dog the heels of leading Carter, waiting an opportunity. At the start of the last lap he was still behind Carter when suddenly, as the two riders came into the final sweep before the finish, Hosaka sneaked by on the inside startling Carter so that he appeared almost to lose his mount. Riding consistently in all three motos Ariel mounted John Fishburn captured third in the points.

Triumph-mounted E. Boyle domineered the Open Novice motos out-pointing P. Antista, also on a Triumph who rode to an impressive second. M. Smith from Corona Del Mar showed masterful riding skill in garnering sufficient points to take 3rd honors.

Powder Puff winner Debbie Reon (Hodaka) looking good.

The 250cc Expert class as usual was a spectacular bash with Suzuki pilot Don Emde emerging victorious over steadily improving Yamaha jockey, Ray Vanderpool. Earl Barker and his Kawasaki were in constant contention but his mount appeared to be geared for a shorter, more compact course. Bultaco pilot J. Sweeney led the 250cc Novice parade with J. Grace on a Kawasaki and J.G. Di Domenico riding his Bultaco to third position.

There were not enough entries to warrant any races in the 200cc or the 500cc classes. This might be an opportunity for some of the District 37 riders to come down and capture some trophies at the expense of the San Diego clubs.

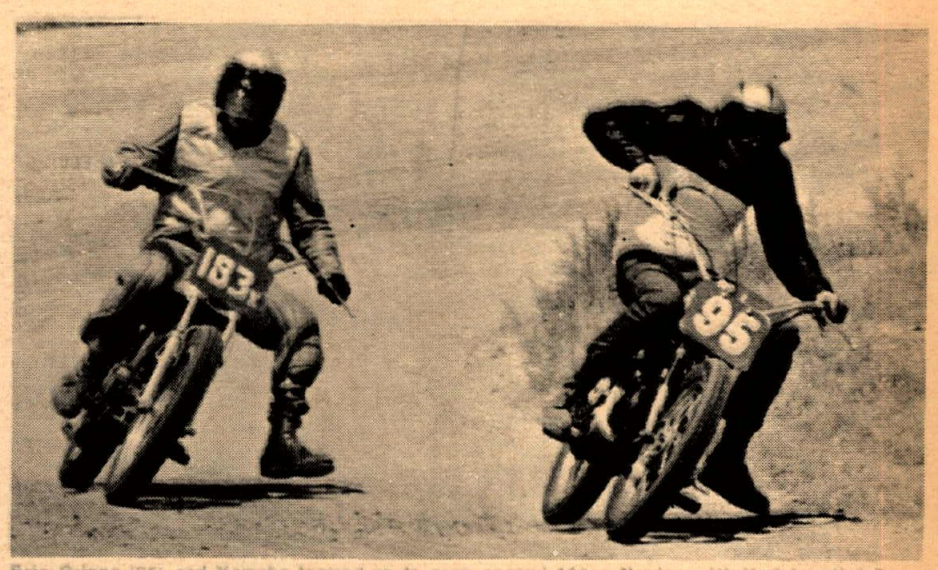
The Powder Puff event was well patronized now that a lot of the girls are back from their desert riding for a while. Debbie Reon, a comely 13-year-old miss, dominated the affair by winning all three motos on her Hodaka. Shirley Newsom, also Hodaka-mounted, captured second honors but was pressed steadily by Bridgestone pilot Chris Fujikawa who took third.

Wheelies, Too

A "wheelie" contest was held during intermission and to make it interesting, Mike Garrett of Mike's Speed Tuning Shop in Spring Valley put up a $10.00 merchandise order for first and a $5.00 order for second. When Larry Collie posted a distance of 126 yards it looked like he would be a sure winner then Myron Carter brought his big Triumph out on the track and peeled off 152 yards to settle the question beyond all doubt. Ironically, winner Carter is Mike Garrett's arch rival and a great deal of "good natured" ribbing went with the presentation.

As usual the Mesa M.C. put on a flawless program. The starts were a little slow but appeared to be the fault of a few prima-donna riders trying to gain an unfair advantage off the line. Safety precautions were tops with a staff of "rent-a-cops" keeping all but authorized persons off the track. As of July 1 the lease on the speedway is being taken over by an auto race promoter who plans extensive improvements to the track and other facilities. The cycle programs will be continued as all racing dates are being honored. The next race at Mesa will be July 7 under the sponsorship of the Experts M.C. Y'all come.

(Results on page 16)



Eric Crippa (95) and Yamaha teamed up to copp second 100cc Novice with Hodaka pilot Doug Maloney (183) taking third.

Don Emde (Suzuki) leads pack of 250cc Experts around mid course turn and on to victory.

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McALEAR BENEFIT RACE SLATED

A benefit race for the family of Don McAlear, who lost his life May 24 at Ascot Park, has been scheduled by the club of which he was a member for so many years.

The 1st Annual Don McAlear Benefit Hare Scrambles is being presented on Sunday, July 14 by the Hilltoppers M.C., and the location will be limed from Lucerne, Calif.

The AMA-sanctioned District 37 point run is to feature a LeMans start at 10 a.m. with a separate trail bike course. For more information call (213) 422-7747.

All proceeds will go to Don's wife, Arlene, and their three children.

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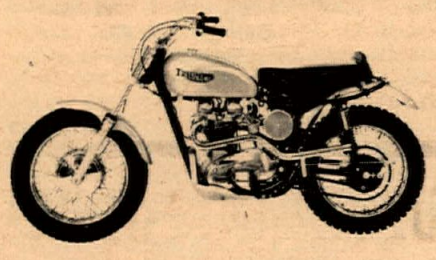

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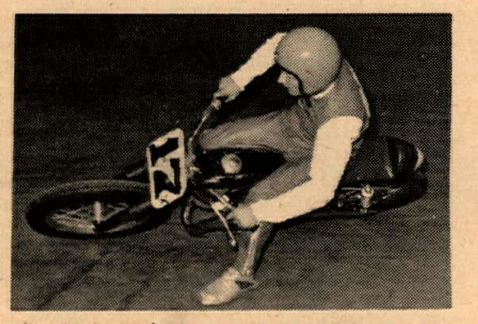

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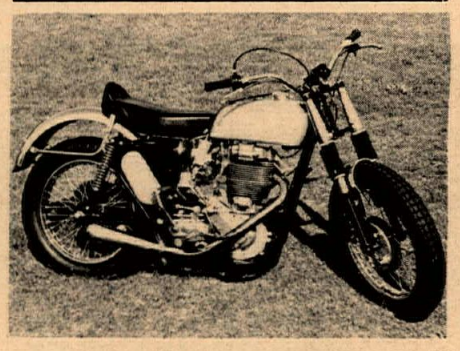

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SUZUKI INTRODUCES X-5 FAST-BACK GT KIT

Following the recent introduction of the "Grand Prix" X-6 conversions, Dick Orth, Suzuki's marketing boss has announced a "Grand Touring Fast Back" kit for the sleek T-200. This new kit includes a custom contored tank, chromed front/rear fenders and chain guard; and a durable 'tuck 'n roll" seat. Combined with the hot 200cc dual-stroke engine you've got both "show and go."

SCRAMBLIN AROUND

By Maureen Lee

Last week in this column we commented on Jim Hunter's failure to ride the night races at Elsinore and also enter the Dirt Diggers scrambles to compete against the boys from up North who want to take him on real bad. Jim made his remarks on the situation and we granted John Rice equal time, and his is a gas. Says John, "Only place he (Hunter) can ride now is Perris. You see, he's so old he's scared to go anywhere he doesn't know or where it might be a little rough because he's got to win. He won't ride Perris even on July 4 because he's heard some of the Sacramento boys will be down for that one as well as Corriganville and he'd hate to lose on his home track!"

Regarding the track in Huntington Beach. We got stepped on rather firmly by the Planning Department in the first hearing, but an appeal has been made and another hearing will be before the City Council on July 15. Here's how you can help, and this is especially true if you live in that area as all these gentlemen are elected to their office. Write a letter to Don England, 13671 Sutter Drive, Westminster, Calif. supporting the idea of the track and the riding school to help prevent so many people, especially the kids, from going out street riding when they are not yet in full command of their machines. The facilities will be used as a safety education location as well as a place for scrambles. Don't say you're going to write, DO IT! This track is not lost yet and the more interest England can present to the City Council the more they will be impressed. Remember, Adelanto was once turned down cold but because interested people worked for it it was opened at the appeal.

Once again it's the Corriganville scrambles this coming weekend, July 6-7 and we repeat, it's not a moto-cross but a scrambles and they will take post entries if you chickened out from sending in a pre-entry even though they have over 300 signed up right now. July 4 is the Jack Rabbits Firecracker Fiesta and we hear that Dirt Diggers North (all 20 of 'em) are going to take on Dirt Diggers South in a match race if they can arrange it. That should be fun!

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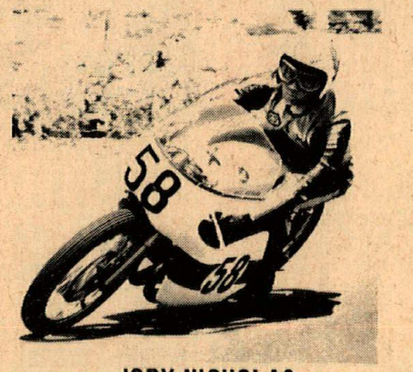
ANOTHER BIG WEEK FOR YAMAHA

Takes 7 out of 10 Places in 250 Grand Prix and Lightweight Production Class



JODY NICHOLAS

June 26, 1968

Trojan Short Track
100 Jr. Class
1st DAN HAZEL - YAMAHA
100 Sr. Class
1st PAUL WILDE - YAMAHA

June 27, 1968

Trojan TT
250 Sr. Class
1st JERRY FORMBY - YAMAHA

June 30, 1968

Lions Drags
TOP GAS
BRAVERMAN - YAMAHA
Modified Class D
MIDDLETON - YAMAHA

June 30, 1968

Orange County International Raceway
250 Grand Prix Class
1st JODY NICHOLAS - YAMAHA
2nd ART BAUMAN - YAMAHA
3rd BARRY PROVISOR - YAMAHA
4th Ernie Caesar - Greeves
5th TOM FINLEY - YAMAHA
6th SAL SOTO - YAMAHA
7th Don Emde - Suzuki
8th KELLY EVANS - YAMAHA
9th RUBEN PORTILLO - YAMAHA
10th Rayburn Johnson -
Lightweight Production Class
1st JONAS ISRAEL - YAMAHA
2nd STEVE FROSHANER - YAMAHA
3rd RICK BLAKE - YAMAHA
4th SID ROBBINS - YAMAHA
5th JAY STANKEY - YAMAHA
6th Mike Velasco - Bridgestone
7th Chris Moore - Bridgestone
8th KELLY EVANS - YAMAHA
9th TERRY NELSON - YAMAHA
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1st TOM HOWARD - YAMAHA

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CYCLE NEWS

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AMERICA'S ONLY MOTORCYCLE WEEKLY NEWSPAPER

Stu Morley, one time National Number 8, returns on a revived type of racing. Class A Racing has returned and has received a great welcome frome riders as well as spectators. – Photo by Dennis Greene.